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THE PEOPLE'S WEEKLY



"Passing in Review"

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LESLIE'S WEEKLY

FOLD HERE, TEAR OUT, SIGN AND MAIL

EVERY citizen should know the history of his own country and of the world to intelligently perform his full duty as a citizen in the Government of This Nation. How else are we to judge of the great national questions that crowd upon us for decision except by some knowledge of the past? Our Tariff Policy, the Question of the Trusts agitating the great business and commercial world, the respective rights of labor and capital, the conflict between Socialism on the one hand and organized business and industry on the other—these and hundreds of other important questions press upon us as a nation for intelligent discussion and decision. How have such questions been met in the past? For the answer read the history of ancient civilizations which flourished, decayed and died. Read the history of mighty Babylon, or of imperial Rome, and familiarize yourself with their growth, development and decay. Read the history of the French Revolution, the establishment of the republic, out of which came the empire dominated by Napoleon. Then when you know history, when you know the cause of the rise and downfall of empires and nations, and not until then, will you be able to intelligently discuss and decide the great questions that are pressing now everywhere for attention. The growth, development and decay of the nations of the world constitute the most inspiring theme that can claim the attention of man.

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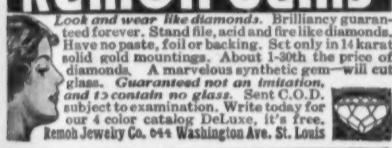
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"In God We Trust."

CXV.

Thursday, October 10, 1912

No. 2979

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Some of Next Week's Features

Dated October 17, 1912

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A whole handful of men around New York City are making one hundred per cent. gross profit reducing the cost of living. They are farmers, but they don't plant their crops; they set them, for they are duck farmers. Duck farming around all large cities is becoming a wonderful business. Thousands upon thousands of ducks are raised on Long Island, which explains why Long Island duckling is so famous on the bill of fare. These duck farmers plan on eleven weeks from the incubator to the table and are making more money than cattle farmers. In the next issue of LESLIE'S Thaddeus S. Dayton tells all about how ducks are farmed, even telling how they raise wild ducks, in one of the most interesting articles we ever published. The photographs illustrating it are very striking, in all making an article you will remember a long time.

Mrs. Georgina Newhall speaks some plain words next week in "Sex Hygiene versus the Objectionable Book." This is one of the articles in our stirring crusade against the white slave traffic. This article takes up a phase of the evil that we have never touched before. It is vital and to the point.

Just one thing has done more than anything else in the last three years to revolutionize business. It is efficiency. The saving of pins around an office may mean the success or failure of a concern. Right in line with this new movement is a department we are opening next issue—Scientific Management on the Farm. It will be conducted by Colonel Charles A. Carlisle, of South Bend, Ind. He is a highly successful business man and had put scientific management into his farms. He will personally answer all questions sent in care of this department. He will be the means of helping many land owners to increase the output of their farms. We are the first publication to take up this side of efficiency and we are proud of our new department. We want you to watch for it next week.

It's a good issue all the way through. The photographs are good and the cover is striking. It's our Housekeeping Number and one that will be of particular interest to women.

In answering advertisements please mention "Leslie's Weekly."

Extra 4,000 Men Wanted

TODAY the United States Navy is the largest employer of men in America. To run its vast fighting fleet it employs 48,000 men—of whom over 16,000 are petty officers—besides warrant and commissioned officers.

The average pay of men and petty officers is over \$35 per month, with practically all living expenses paid. Compare this with average pay in civil life where you pay all your own expenses.

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The Navy employs 50 different trades. Men having trades can enter at higher pay. Those who haven't trades but have mechanical aptitude, the Navy teaches.

And the Navy gives you a chance to see the world.

This year 4,000 extra men are needed. If you are between 17 and 25, call at the nearest Navy Recruiting Station, and ask the officers there everything you want to know about the Navy.

Write for address of Recruiting Station; also free illustrated book "The Making of a Man-O'-Warman—all about Navy work, pay, play, promotion, etc. Send today, and you won't forget.

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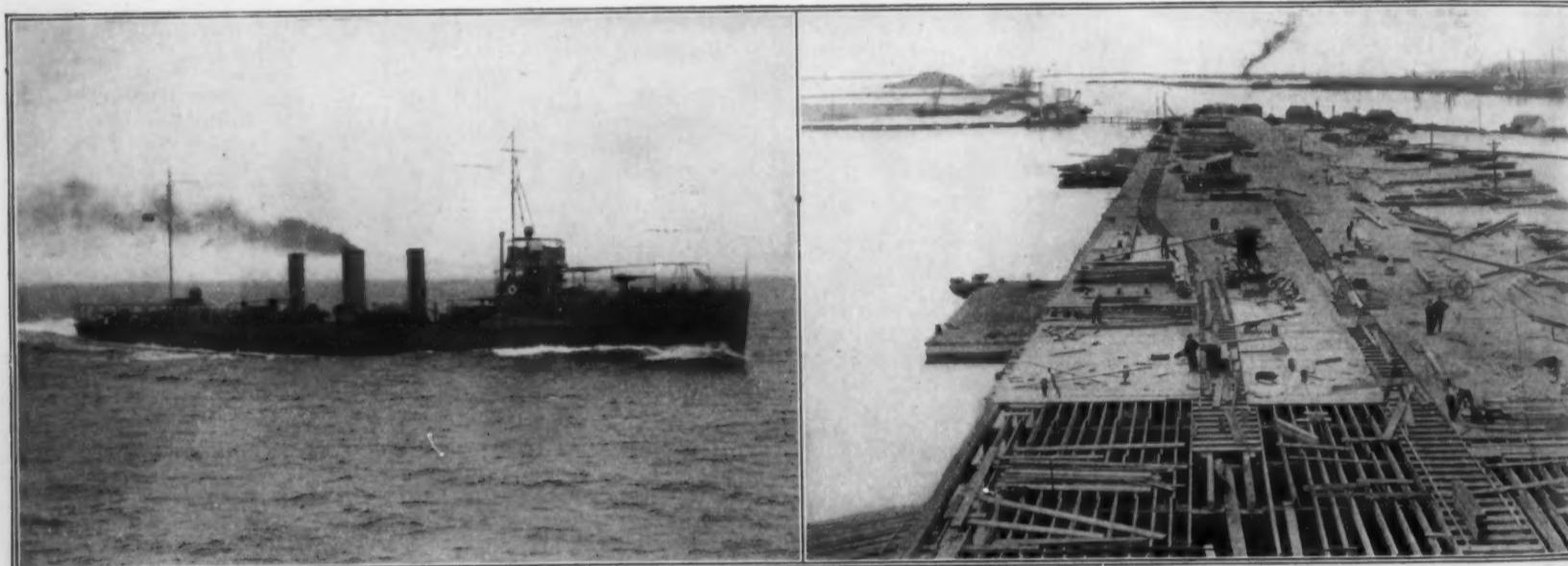
Current Events Reported by the Camera



CARRYING THE OCEAN 537 MILES INTO A STATE.

Construction camp at Big Eddy, Oregon, where the great Celilo Canal is being cut through the cascades of the Columbia River by the Government. This will allow vessels to come up from the ocean—537 miles. Both the canal and the river may be seen parallel with the camp line.

BALLOU



THE FASTEST VESSEL IN OUR NAVY.

Torpedo boat destroyer "Jouett" which averaged 33.7 knots for seven hours on her trip from Boston to Newport.

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BUILDING A HARBOR OVER NIGHT.

The river harbor at Los Angeles, Cal., is going up almost over night. The picture shows the entrance.

BALLOU



A GOVERNOR TRYING TO SILENCE STRIKERS.

A crowd of striking copper miners at Bingham, Utah, drove thirty-five armed guards from their plant. Governor Spry, of Utah, is addressing them, urging them to be peaceful.

BENNETT

COLLEGE MEN BATTLED TO A FINISH.

The Freshmen at the University of Pennsylvania battled the Sophomores to keep them from touching the doors of Huston Hall. The first year students won.

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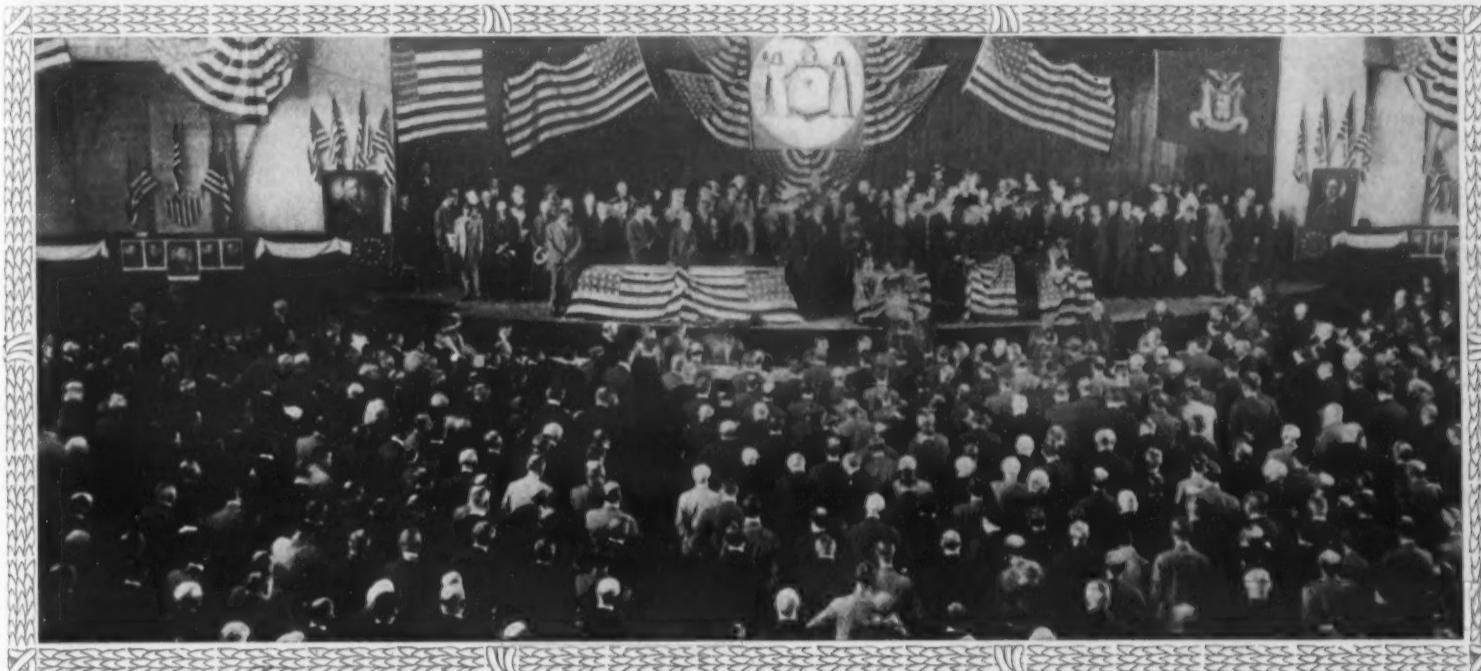
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LESLIE'S WEEKLY

Vol. CXV—No. 2979

October 10, 1912

Price 10 Cents



THE FIRST UNBOSSED CONVENTION IN NEW YORK IN TWENTY YEARS.

The Republican State Convention at Saratoga, N. Y., opened with prayer by one of the delegates. The convention nominated the Hon. Job E. Hedges, of New York City, for Governor, and James Wadsworth, Jr., for Lieutenant-Governor, as well as other State officers.

UNDERWOOD & UNDERWOOD

EDITORIAL

Faith!

FAITH is the foundation of human success. It helps us to live, to love and to win. It smooths the rough places of life. It encourages us to believe that the best is yet to come. It penetrates the clouds of despair and it lifts the veil of death's unsearchable mystery.

A world without faith is doomed. A world with faith is fearless and unconquerable. By faith we may remove mountains. The Good Book tells us so. Why should unbelievers scoff? Every day engineering skill is removing mountains that obstruct the pathways of commerce. Tunnels pierce the snowy Alps of Italy and the granite heights of our own Rockies. Faith is finishing the stupendous Panama Canal, connecting, for the first time in the world's history, the two greatest oceans. Faith is cleaving the mountains of rock and clay built by Nature and thought by man to be immovable and eternal.

Faith in a living God is the finest attribute of human nature. To it the world owes its highest civilization. Without it Injustice was enthroned and human rights trampled upon with unspeakable ferocity and cruelty. When barbarism prevailed, faith was unknown. When a living faith appeared, barbarism perished. Faith made human liberty possible; so Faith, before Liberty, enlightened the world.

As with the nation, so with the man. The foundation of a mother's love is faith in the child she has borne. Until that faith is shaken, the mother will never desert her offspring. Her faith may be cruelly tried by a wayward son or daughter, but it will not be given up until the last moment of a broken and desolate heart. Oh, that children would repay this sublime faith of the parent as it deserves to be! Oh, that the people of a great nation would keep the faith of their fathers who founded it! Alas, it is an age of unreason and disbelief!

Faith is indicted on all sides and by every disturber and self-seeker who aims to attract public notice and who, without this notoriety, would disappear into the oblivion whence he came. Plausible in their sophistries, smooth-tongued, with winsome oratory, these disturbers proclaim their purpose to make men free. And thoughtless people listen, with cheers and applause. It is the same old cry, heard in every century since the dawn of civilization and from disturbers of the same breed. They proclaim freedom, but they put men in the bondage of selfishness. If there is faith in God, there should be faith in man.

History repeats itself. The crowd will listen. It will become excited, and perhaps, in its madness, as in the days of the French Revolution, it will desecrate the noble cathedrals that typify our faith and tear down the foundations of our patriotism. But no maddened crowd, flying the red flag of despair, can tear out from the human heart its inherent love of God. That is higher and better than the love of man, for it rests on the imperishable faith of our honored fathers. Let us live in the golden sunlight

of glory. Suffering endures for a moment. Faith lasts forever.

"Oh, praying ones, who long have prayed,
And yet no answer heard.
Have you been sometimes half afraid
God might not keep His Word?
God heard thee; He hath not forgot;
Faith shall at length prevail.
Yes! Know thou not the smallest jot
Of all His Word shall fail?"

Commemorating the Constitution.

BEGINNING on Monday, October 7th, Philadelphia began to celebrate the one hundred and twenty-fifth anniversary of the framing of the Constitution under which we live. That charter was shaped in a convention in which all the States except Rhode Island were represented. It was held in Philadelphia and opened on May 25th, 1787, and completed its work on September 17th and adjourned. After being ratified by a sufficient number of States, it went into operation on March 4th, 1789.

Not only in Philadelphia, which was the seat of government in 1787, but in all other American centers, there should have been some recognition of the anniversary of the framing of the American Constitution. The members of that convention of a century and a quarter ago had a delicate task on their hands, and they did it well. By its elasticity that charter has, with a few modifications, met the changed conditions due to an expansion of which nobody at the outset could have dreamed, has dealt with issues which could not have been foreseen, and has stood the strain of foreign and civil war. The little country of about 3,000,000 inhabitants which framed the Constitution has grown to over 100,000,000, including its dependencies, and the thin fringe of inhabitants along the Atlantic coast have spread across a continent and have carried their sway into the Caribbean and over to the verge of Asia.

Only one republic was in the world previous to the birth of the United States, and that was Switzerland. Now the world contains twenty-seven republics, twenty of which are in the Western Hemisphere. The charters of all of those on this continent have been modeled on that of the United States. Republics are found in Europe and Asia as well as in America. The latest of these, China, contains a quarter of the population of the whole globe. Not only has the United States given an impetus to the growth of republics in all quarters of the world, but it has been the radiating center of a wave of liberalism which has tempered the government of every monarchy on earth.

Protection the Issue!

IN REFERRING to the tariff question on the day after the Maine election, the Brooklyn *Eagle* said, "Candidate Wilson is entirely right in making it clear that he is for radical and unhesitating reform by downward revision." Our able and estimable neighbor speaks rashly. "Radical and unhesitating reform by downward revision" was urged in the Maine campaign by some of the most eloquent Democratic spellbinders in the country—Speaker Clark, Governor Foss of Massachusetts, Governor Baldwin of Connecticut, Vice-Presidential Candidate

Marshall of Indiana, and others—and then the people of Maine voted the Democrats out of office. They not only turned the Democrats out of the State offices, but they put one Democratic congressman out and they elected a Legislature which will choose a Republican successor to the Democratic Senator, Gardner.

Yet Candidate Wilson keeps right on denouncing the tariff and telling the country that that system will get no quarter if he and a Democratic Congress should be elected in November. A few days after Maine declared against his party, Professor Wilson, in an address at the New York State fair at Syracuse, stigmatized the tariff as a "malignant growth that requires a surgical operation." And he added, using the same figure, "The man who does not propose to cut the cancer out is a quack and not a surgeon. Don't let the quacks deceive you." This is a fair sample of the sort of talk which the Democratic candidate has been giving the country on the tariff issue.

"Whom the gods would destroy, they first make mad." Nemesis is camping on Dr. Wilson's trail. His words on the tariff are getting into all the prominent newspapers of the country and they are calculated to make votes for his leading opponent. When, in 1880, General Hancock referred to the tariff rather slightly as a mere "local question," the country responded by beating him at the polls, although the Republican candidate of that year, Garfield, was far from being a popular man and his campaign had not been managed with much skill.

Redeem New York!

A YEAR ago, on October 5th, 1911, LESLIE'S WEEKLY made this prediction: "For Governor of the State of New York, Job E. Hedges." On the twenty-seventh of September, 1912, the Republican State convention of New York nominated Job E. Hedges for the governorship, on a platform of the most advanced kind in its reference to woman suffrage, electoral and ballot reform, conservation and civil-service reform.

The convention, for the first time in twenty years, was unbossed. The delegates were absolutely free to make their own ticket and frame their own platform. They were only too glad to avail themselves of the opportunity to advise and counsel with their leaders, the most distinguished of whom was Senator Root. But the work of the convention was done by the delegates. It was the freest Republican State convention ever held in this or any other State.

The high character of Job E. Hedges, the candidate for Governor, and of James W. Wadsworth, Jr., the candidate for Lieutenant-Governor, and of every name upon the ticket is conceded even by their political opponents.

The people of New York had their say at the Republican State convention at Saratoga. They did well. We have no doubt that they will finish their work on election day by the election of Mr. Hedges and his associates.

It is timely to remind some of the Republicans of New York of their woeful mistake, two years ago, when they supported the Democratic candidate for the governorship in the belief that Mr. Dix would give them "a business man's administration."

Republicans who voted for Dix under the allurement of his "independence" and thus put Tammany Hall in control of the State are being besought again to vote for an "independent" candidate. They will not be so foolish as to repeat the rash experiment of two years ago. They have had enough of it. We can't blame them.

Let the people rule!

The Need of a Navy.

PEACE lovers everywhere hope to see the day when nations shall disarm. Since that day has not yet arrived, however, it is the sheerest folly to meet the increasing armaments of other Powers by decreasing our own. Nations are increasing their fighting force not with the expectation of fighting, but to protect themselves from war.

The battleship has reached its maximum size, as Admiral Mahan points out in this number of *LESLIE'S*. He also said in a letter to the *New York Times*, "The last decade has seen a half-dozen bloodless wars and decisive victories effected by adequate armament." This method of securing national rights and maintaining peace is a terribly costly proceeding, and the Powers will some day be convinced of its unwise. But until that day comes, until there is a concert of the greatest Powers, agreeing simultaneously to disarm, the time is inopportune for a great nation like ours to take any backward step in maintaining and increasing our naval efficiency.

Admiral Mahan's criticism of the Democratic party for its "grudging concession of a half measure reached only under a considerable pressure exerted on the eve of an important election" and his fear that the Democratic party in power for two or four years would continue the definite policy indicated by this year's course are both well grounded. The present state of international affairs, with the protection of the Panama Canal added to the necessity of maintaining the time-honored Monroe Doctrine, makes this an ill-chosen time to decrease our fighting strength.

The Plain Truth.

WRONG! Every new instance of the recall is an illustration of its unwise. That it may become an expensive, mischief-making device in the hands of an irresponsible minority, Oakland, Cal., has had sufficient proof. An election there which accomplished absolutely nothing was brought about by a petition signed by 3,624 persons, only 565 of whom paid any taxes whatever. Nor were the noble 565 heavy taxpayers, being responsible for less than \$12,500 out of a total tax income of \$2,000,000. The other signers—3,059 in number—were members of the floating population, resident in the county for ninety days and therefore qualified to foist upon the taxpayers a useless election expense of \$15,328. The system which permits a minority of voters—and this minority the floating, non-taxpaying population

—to pile up useless expense for thrifty and hard-working citizens is not the sort of improvement needed in our governmental system.

BRAD! The State of Kansas alone will this year produce enough wheat to feed more than one-sixth of the population of the United States for one year. The soldiers of our army are allowed one loaf of bread a day, and the immense Kansas wheat crop would provide this average ration for 17,537,000 soldiers for one year. The magnitude of the crop is illustrated again in the statement that it could be made to girdle the earth at the equator thirty-two times with beautiful, one-pound loaves. For their bumper crop, the farmers of Kansas will receive the handsome total of \$85,000,000, and were the wheat all made into bread and sold at five cents per loaf, the bake shops would get for it \$320,000,000. The building of the Panama Canal has been looked upon as a stupendous undertaking for any nation, yet here is a single crop in a single State which by the time it reaches the ultimate consumer will be sold for considerably more than half the cost of digging the big ditch.

PROUD! Kansas has reason to be proud of her remarkable temperance record. In thirty years prohibition has reduced drinking to a minimum and practically emptied her jails. The per capita consumption of liquors in Kansas is now \$1.48 a year as compared with \$24 in Missouri. Illiteracy has been reduced from forty-nine per cent. to less than two per cent., and this small amount is almost entirely among the foreign element. Pauperism has been made a negligible quantity, there being only one pauper to every three thousand of the population. One-half of the county jails were absolutely empty July, 1911. Eighty-seven of the one hundred and five counties of the State have no insane, fifty-four no feeble-minded, ninety-six have no inebriates and thirty-eight county poor farms have no inmates. It is idle to ask Kansas if prohibition prohibits. An experience of thirty years proves that it not only prohibits largely the sale and consumption of liquors, but has reduced to a minimum poverty, insanity and crime.

WRETCHED! What has become of the fine spirit of integrity of the American people? A controversy has arisen over the publication of a number of letters admitted to have been stolen from the files of an officer of a leading so-called trust. These letters by themselves might be capable of an innocent interpretation, yet they have been perverted into accusations involving the business integrity of men in public and private life. It is intimated that other stolen letters will be produced, to the dismay of certain members of Congress, Governors and Colonel Roosevelt himself. We have no patience with these underground methods of assailing our public men and captains of industry. Assaults on one's character based on stolen letters are unworthy of con-

sideration. If we are to give them credence and weight, then any man whose letters might be stolen could be made uncomfortable through the misinterpretation of something he may have written. We believe that the man who would steal a letter to accomplish a malign purpose would not hesitate to forge one with the same malicious intent.

GOOD! While radical German theologians have the reputation of unsettling religious belief, the Kaiser, more than any other ruler in Europe, is equally famous for his positive declarations in support of the Bible and the Christian faith. To Dr. Forrer, President of the Swiss republic, he has expressed himself lately on the subjects of preaching and the Bible. "I do not care much for priests or clergymen or preachers," he said. "They dilute the Gospel with too much of their own brew. As for myself, I hold to the Bible, which I constantly read. In it one finds the solution of every difficulty and every problem, even of a political description." The Kaiser is referring, of course, to the preachers of the Fatherland; but in every land he will find response to his criticism of much of our modern preaching. The Kaiser himself is somewhat of a preacher and on board ship frequently takes the chaplain's place, preaching a sermon characterized always by strong faith in God and appeal to practical Christian living. It is a fine example, too, in our bustling age, when we excuse ourselves from good old customs because of the pressure of time, to know that the German Emperor, than whom no man is busier or works harder, is yet able to say that he reads his Bible constantly.

VICE! The Kauffman stories and other articles on white slavery appearing in *LESLIE'S* for more than a year, in connection with such scientific investigations as that of the Chicago Vice Commission, have created a strong interest in the suppression of the evil. In scores of cities civic organizations have taken up the task of abolishing the police protection and graft which have fattened upon the traffic. For his promptness in instituting an investigation of alleged vice conditions brought to his attention by the Anti-Saloon League of New Jersey, Governor Woodrow Wilson is to be commended. In the course of a letter to the mayor and chief of police of Newark, the sheriff and the prosecutor of Essex County, Governor Wilson, having cited scandalous disregard of law in the city of Newark which, if true, is deeply demoralizing and disgraceful, says, "The evidence with which the recital is supported is direct—the evidence of eye-witnesses of scenes which mean, if they mean anything, that the police and civil authorities of the city not only connived at the lawlessness, but in some instances countenanced it in person." The city officials having had their attention called to these conditions and having done nothing in the matter, the Governor was entirely justified in bringing the disgraceful conditions before them again in such a way that they will be compelled to act.

Editorials for Women

THE RECALL APPLIED TO MARRIAGE.

or any other time-honored institution, so that the public was only mildly shocked by a pre-nuptial agreement to a hasty marriage at Los Angeles, Cal., following an acquaintance and courtship of ten days. This pre-nuptial agreement is very advanced. Among other things, it provides that the marriage shall not be a bar to other marriage should this prove unfruitful, that the tie shall terminate simultaneously with the death of love on either side, and that neither shall have the right to restrain the other should he or she see fit to incur other parental responsibility. This contract is a product of the exceedingly progressive times in which we are living. It goes without saying that these advanced young people did not think of seeking the blessing of the church upon a union subject to a recall at the pleasure of either party. And the most commendable feature of the disgraceful proceeding was the action of Justice Robert W. McDonald, of Los Angeles, engaged to perform the ceremony. At the last moment he refused to proceed, on the ground that he could not subscribe to the principles of the pre-nuptial agreement and would not place himself in the attitude of indorsing them by being a party to the ceremony. After some embarrassment, another magistrate was found without any scruples concerning pre-nuptial agreements so long as the ceremony was performed in accordance with the laws of California. The bride and groom are both college graduates and the parents of both have some fame as authors and lecturers.

THE UNIVERSAL SERVANT PROBLEM.

has been held up as a pattern of the proprieties and efficiency, never daring to make a demand of any kind. Things are changed now. The London servant has crossed swords with her employer and won the

battle. Her main protest was against the badge of servitude—the black stuff gown. Any other color or a white costume was not objected to, but the London maid of the black stuff gown is no more. Incidentally, the English maid has secured certain other concessions in the matter of afternoons and evenings off and the right to receive callers. Both here and in England there are more girls working than at any other time, but, on account of the interminable hours of household service, its monotony and lack of social pleasures, they have flocked to the factories and shops. And the working girl has much of right and justice on her side. There can be no doubt that the moral protection of household service has much in its favor, but working girls are human. They crave companionship, association with their equals and a degree of freedom which they do not usually have in domestic service. The employer who has sufficient imagination to put herself in the place of her servants and makes provision accordingly for their social needs will not have any great amount of trouble in keeping her servants.

FREAKISH AND VULGAR STYLES.

The freakish fashions which display shamelessly the physical rather than the innocent charms of young girls are a disgrace to the girls and put in an equally bad light their mothers. With large and amazing hats, transparent waists, skirts that reach but a few inches below the knees and so tight that the figure is boldly displayed at every step, with the highest heeled shoes obtainable and stockings of the thinnest and sometimes the brightest silk, our girls present an outlandish and improper spectacle. What has come to be a common street sight to-day would not have been tolerated ten years ago, and, as Miss Mary M. Bartelme, assistant to the judge of Chicago's juvenile court, has said, the styles are growing worse and worse each year. "When a girl dresses in this way," says Miss Bartelme, "it is her mother's fault. The old-fashioned mother, who was content with simple gowns and frocks, would not tolerate such attire on her daughter. The old-fashioned mother is sadly needful now to effect a radical dress reform." Miss Bartelme finds high-school girls the chief offenders. Of course

among factory girls and delinquents we have the same styles in the most exaggerated form; but they have copied them from the high schools, and these girls, and particularly their mothers, have no excuse for encouraging such shamelessness in dress. Reform has got to come, and it cannot come too quickly from the mothers of the great middle class of society that ought to represent the best in customs and morals.

THE HOUSEWIVES' LEAGUE.

The Housewives' League is showing that there are many ways in which women can help to reduce the cost of living. For example, purchasing in person instead of by telephone has already worked wonders in many a weekly budget. On the part of the officials of this rather loose organization, which numbers 700,000 housewives, there is a strong desire to get at certain facts which have seemingly helped to increase the cost of living; but wisdom has thus far been shown in seeking, by co-operation with producer and middleman rather than by antagonization, to find a harmonious remedy for a universal burden. It is the women who spend the money for the home, and when well organized, with an intelligent program, there is no doubt they can accomplish many needed reforms. One law which the league hopes to secure is a statute requiring the manufacturer of canned and package goods to put his name on the receptacle. "Some of the dealers who handle canned goods in large quantities," says Mrs. Julian Heath, president of the Housewives' League, "buy them unlabeled and select a name of their own—say, the 'X Y Z Brand.' They may take corn, for example, from several different canners, and it may be of different grades, but it is all labeled 'X Y Z.' What we housewives want to know is where that corn was canned and under what conditions. We should like to see the factory for ourselves." In securing pure-food products, publicity is a condition of first importance. No manufacturer of a clean and wholesome article is ashamed of his product. If it is good, he ought to have the credit for its manufacture; and if defective in any way, no distributor should be able to shield himself behind the statement that some one else manufactured it.

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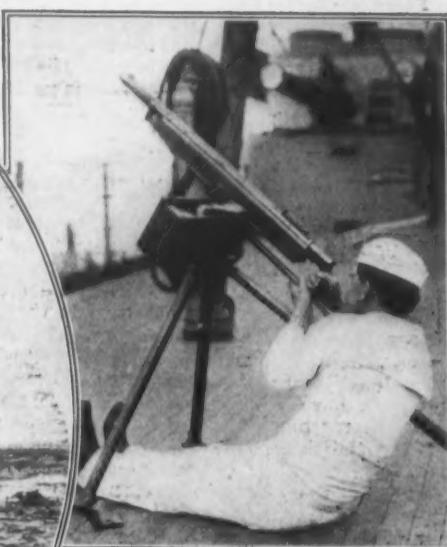
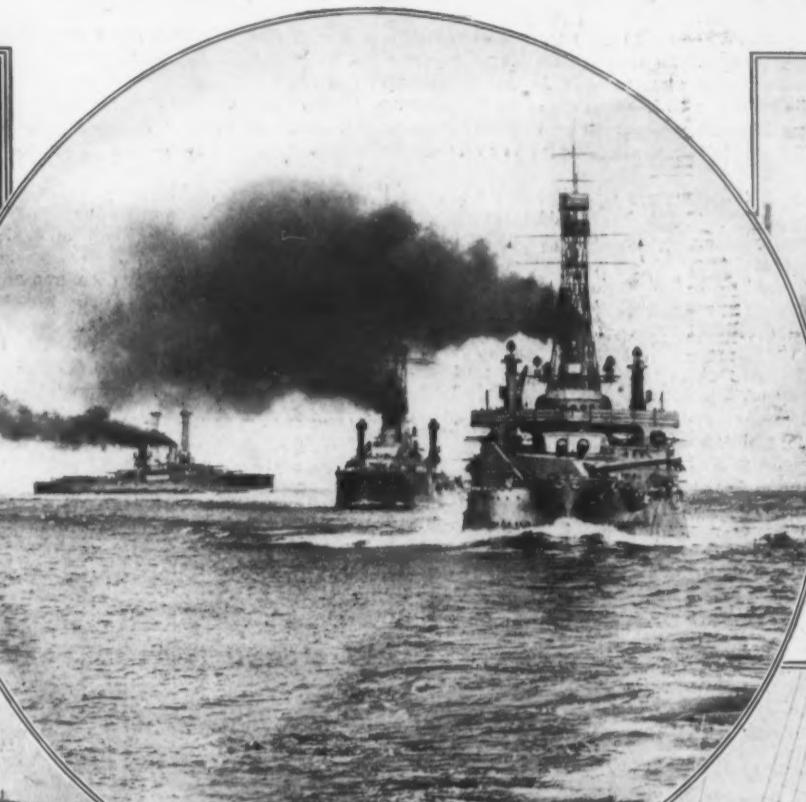
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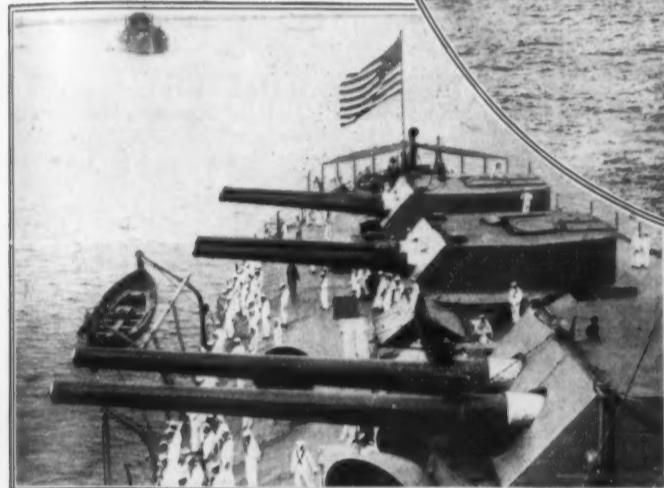
Life and Scenes in the American Navy



HOLDING THE MIRROR UP.
Sailor boys assisting one another at an early morning shave.



MENACING AN AERIAL TARGET.
Sailor pointing a gun at a box kite floating high in the air.

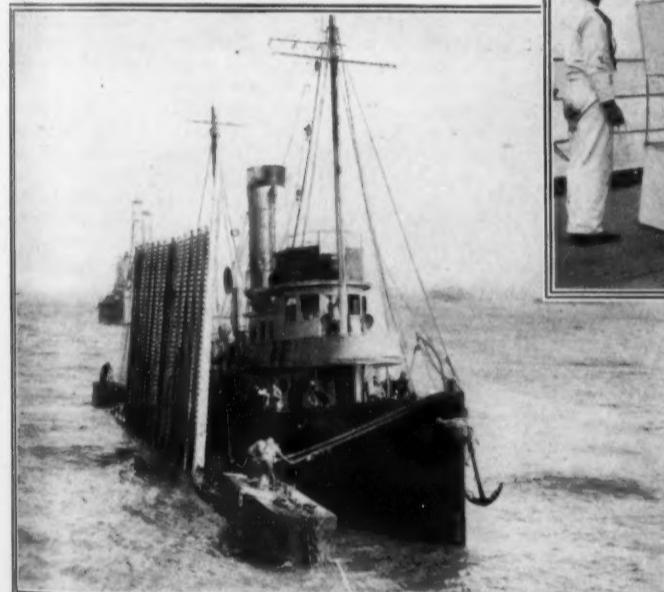


A FORMIDABLE "WAR-DOG'S TEETH."
Three turrets on a battleship with twin guns in each, the latest type of construction.

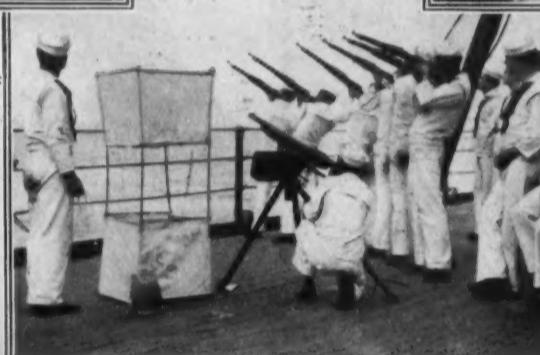
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ON THE FIRING LINE.
Sturdy defenders of the flag making good headway under full steam.



AWAITING THE WORD TO FIRE.
The gun-pointer with signal tube attached to his head listening for the "spotter's" order.



TOWING A TARGET OUT TO THE RANGE LINE.
A naval target consists of a framework covered with canvas and is fired at from varying distances.



SQUAD FIRING AT KITES.
This is excellent practice in view of the possible use of aeroplanes in future naval battles.



HAULING A TORPEDO BACK TO THE SHIP.
This torpedo contained no explosive and was fired from the vessel for practice only.



A TRAP FOR HOSTILE CRAFT.
Planting mines in a harbor with the view of exploding them under any invading vessel.



LITTLE TERRORS OF THE SEA.
Submarines skimming along on the surface of the water, but ready to "dive" at short notice.



PHOTO ENRIQUE MULLER
ASSEMBLING MINES ON A PIER.
From this place the "artificial volcanoes" are carried on boats to a ship or to points of defense.

The Question of Size in Battleships

By REAR ADMIRAL A. T. MAHAN, U. S. N., RETIRED

EDITOR'S NOTE:—Much interest has been aroused lately over whether the size of the ships in our navy should be increased or not. It is a very important question and much hangs on the decision. In this article Rear Admiral A. T. Mahan, U. S. N., retired, maintains that our ships should not be made any larger. He holds that the maximum size has been reached—not by reason of the fact that they can't be built larger, but for the reason that it would be inexpedient to make them larger. His policy is to have more ships firing more shots. His theory is a most interesting one and one that will command wide attention. Admiral Mahan is perhaps the foremost writer on naval topics in the world. The naval officers of all nations study his writings and regard him as an authority of the highest rank.

THE GENERAL question of the size desirable in seagoing vessels, whether of war or of commerce, is of a very composite character, embracing several conflicting considerations. First of all, it may be said with confidence that practically there is no limit to the mere dimensions possible to be given. The skill of the naval architect and the mastery over materials, both in their creation and in subsequent utilization, which were obtained during the nineteenth century, together with the introduction of steam as a motive and maneuvering power, have removed the word "impossible" so far as regards bigness, strength, management and sea-going qualities. This ability has been due to the substitution of iron for wood in shipbuilding, and afterward to the great improvements in the manufacture of steel, with its superiority over iron in the particulars essential to marine construction.

When timber alone was used for hulls, there could not be obtained the huge homogeneous pieces, separate parts of the fabric, needed in very great ships, into which fluid steel can be cast. These impart a rigidity and a continuity of strength which the limited growth and irregular conformation of trees do not afford. The superior properties of steel also enable a much less aggregate weight of hull to give equal structural strength. For such reasons there is no limit of possibility or of safety to the size of a vessel in the open sea; but there are restrictions imposed by the necessity of entering harbors and of traversing inland waters to reach a port of destination.

The situation of commercial cities is commonly the result of several natural causes, of which communication with the sea is only one, though perhaps the most controlling. The commercial and naval ports of to-day were established—or, it would be more exact to say, grew up—in days when the draught of ships using them was so small that it did not enter seriously into the determination, which depended upon other reasons. These reasons, with the present existence of the port due to them, still control, and the size of ships must accommodate itself to such depth of the channels as can be secured and maintained by engineers.

It is obvious that to a ship plying between two ports it is the shoaler that fixes the draught permissible to her. As naval vessels do not ply regularly, but are expected on emergency to serve in any quarter of the world and to enter many waters, the considerations which apply to the merchant service in this particular have a still more forcible application to them.

A very important factor in the question of the size of ships is that of economy. A given amount of tonnage is more economically assigned to one ship than distributed among several. Three ships require three captains, three officers constantly on deck in charge, three men at the wheel and three times as many lookouts. While the same proportion—three-fold—of deck and engineer force may not be needed, the aggregate crews of three vessels would nevertheless show a very considerable percentage in excess of one of the same aggregate tonnage. All this means much more expense for the same carriage of freight and passengers. The same order of considerations applies to ships of war, but in a less degree, because naval vessels are not for purposes of gain. With them the running expenses in this particular count as with merchantmen; but the question of profit is replaced by that of military efficiency, as ministering to the safety of the nation or to the assertion of national policies.

Military efficiency divides under two heads, defensive and offensive; and [if, as has been said, no size limit is imposed by the conditions of manufacture, the broad question of economy—which all recognize to mean not mere cheapness, but the best results from a given expense—reduces itself in ships of war to that of the greatest military efficiency that can be obtained by a given expenditure. In terms of naval expenditure, economy is translatable into military efficiency.

In military action, whether land or sea, defensive or offensive, there are two controlling factors, opposite in name and in effect. These are concentration of force and distribution of force. The whole naval tonnage concentrated into a single ship would be the extreme of concentration and would admit of no distribution, either of place or of offensive action or of defensive power. Such a ship could be only at one point, she could act only against one objective, and, being all the eggs in one basket, loss, whether partial or total, would fall upon the whole navy, instead of on only a manageable part of it. The recent loss of the *Titanic* illustrates and emphasizes one nautical exposure where concentration is carried to a very high point. If her immense tonnage had been divided between two ships, there would have been but half the loss.

The foregoing illustration is of the nature of a *reductio ad absurdum*. Evidently concentration into one ship is not desirable, but it does not follow that

distribution may not have its own absurdity. If one only ship of thirty thousand tons is unpractical, distribution into a thousand vessels of thirty tons each would be equally so. Although such a proposition sounds preposterous, it has been illustrated in our national history by President Jefferson's gunboat policy of a hundred years ago—distribution and imagined economy run mad. A like, though perhaps not an equal, insanity as to concentration is not im-

and nine ships are built, manned and sailed more cheaply than the same tonnage in twelve. But as a proposition of gunnery, which is what naval war finally boils down to, concentration of fire properly means not so much the concentration of a large number of guns under one command as concentration of the same number upon a single object or a very few objects. Correlative to this, as the defensive provision against such concentration of fire, is distribution of the target aimed at.

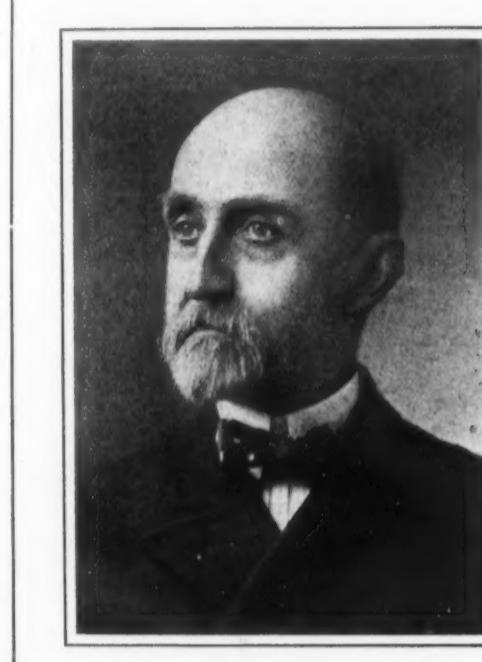
Suppose one ship carrying twelve guns opposed to four carrying three each. With the very wide train of modern guns—that is, the long arc of a circle over which their projectiles can strike effectively—it is easily feasible to bring all the guns of four ships upon a single opponent. Probably she, on her part, may bring also upon each enemy three guns, a fire power equal to his; but the concentration of fourfold impact upon a single vessel produces upon her crew a corresponding physical as well as moral impression, diminishing their military efficiency, their power of rapid loading and aiming, not to speak of the proportionately greater chances of material injury. If there be the same number of hits on both sides, the one will have been struck four times as often as any one opponent. If, as would be very proper, the one begins by concentrating all her battery on one or two of her antagonists, she ought to beat them down; but an appreciable time would be required, during which the others would be engaged in unmolested target practice upon her.

Distribution of injury is the more necessary to be provided, because at best the guns of any ship are massed within two-thirds of her length. This inevitable element of exposure should be counteracted by diminishing size and increasing numbers—a distribution which minimizes the results of a single disabling shot. Harbor defense is largely governed now by this principle. Instead of massing shore guns at a single point, they are as far as practicable distributed in position, but concentrated in their power all to reach a particular point or points, which are the target. There is thus distribution of the shore guns—and so of the target they constitute—with coincident concentration of fire, as above defined.

Division of naval guns among twelve ships, instead of among nine, is evidently an application of the same principle of distribution of target, which carries with it a like distribution of possible injury and consequent diminution of the chance of concentrated injury. Owing to the modern wide train of guns, this result is obtained without any necessary sacrifice of concentration of fire, because all the twelve can use as much of their batteries as could a corresponding armament distributed among nine. The question of distribution is further affected by injuries other than gun fire, such as mine fields, or as accidents pure and simple; for example, grounding, machinery out of order, etc. A ship is a target for such mishaps as really as for cannon balls. The *Titanic* was the target of an iceberg. One of nine sunk or damaged is clearly a more serious matter than one of twelve.

While concentration of battleships is the rule, detachments are at times necessary. To detach three of nine evidently impairs concentration more than to detach three of twelve. Naval or military dispositions often compel distributions of forces into several fractions, which distributions, being governed by a single purpose, and, therefore, related to one another, are called "combinations." It is a simple mathematical fact that power of combination increases with numbers. For Great Britain, for instance, to secure the Mediterranean is only less necessary than to hold the North Sea. To effect both requires distribution of force, and this is facilitated by numbers.

My aim has been to present determining principles, as I see them, rather than a decisive conclusion as to the exact size desirable. It is to be remembered that the question is not that of an indefinite number of very big ships, but that of the division of a given tonnage among several vessels in such wise as to observe duly the two opposite requirements of concentration and distribution. No argument is needed to prove that ten ships with fourteen guns each should be more efficient militarily than ten ships with ten each; but this is not under discussion. Stated briefly, a nation can or will pay only so much money for navy. So much money means so much tonnage. How shall that tonnage be divided and assigned to the best advantage? In a few very big ships or in more numerous smaller? The answer cannot be given irrespective of what other navies are doing, because, while in a proportion of twelve to nine all the twelve can use their guns on the target, it might not be so, probably would not be, with twenty to nine. The nations, therefore, are dragging each other along on the incline of the big, bigger, biggest ship.



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ALFRED THAYER MAHAN,
Rear Admiral, U. S. N., retired, one of the world's foremost writers
on naval topics, and regarded as an authority in all the navies of
the globe.

possible. A balance, therefore, must be struck between concentration and distribution, and if it be impossible to strike one so exactly as to satisfy all opinions, it is not hopeless to indicate certain governing considerations which may facilitate an approximation.

It being clear that more than one ship is necessary, the distribution of an aggregate naval tonnage requires that the size of the several ships obtained by dividing it be settled on certain recognized principles. Distribution to some extent being inevitable, a temporary concentration of the tonnage, by bringing many ships to act together, when necessary—as it most frequently will be—demands that the several units should be as nearly as possible equal in size, in speed, in maneuvering powers. These are the prime requisites. Resemblance in battery may be equally desirable, or for special reasons may not; but that a body of, say, twelve ships should move a thousand miles at the same sustained speed and should maneuver in face of an enemy with precision and security requires that they be substantially equal in nautical qualities, as distinct from armor and armament. The Germans reconcile this similarity with the opposing factor of constant new developments by building battleships in batches of four. Each several four is a replica of the others, but the successive fours show the progress of naval or gunnery science.

But, while homogeneity of armament between the several vessels of a fleet is less important than identical mobile qualities, it is armament—with, in a less degree, armor—which is deciding the size of modern vessels, and in the main also, and consequently, the nautical factors. Concentration into comparatively few very big ships is prevailing over distribution into a larger number of smaller. The question is whether the tendency is passing the just limit, not holding the balance true between concentration and distribution. I think it is.

Demonstrably, from history, the strength of navies rests chiefly not in the concentrated force of single ships acting singly, but in the concentrated force of several ships acting together. Doubtless, a single ship with heavier armament and armor should prevail over one three-fourths of her power. But it does follow that three of the heavier type will have the same advantage over four of the lighter; still less if the respective numbers be nine and twelve.

The present tendency proceeds in large part, I think, from a misconception of what concentration of fire means. The very big ship concentrates more power in the hands of one man—the captain—and such concentration is a military good. Also, nine ships maneuver together more easily than twelve,

A. T. Mahan

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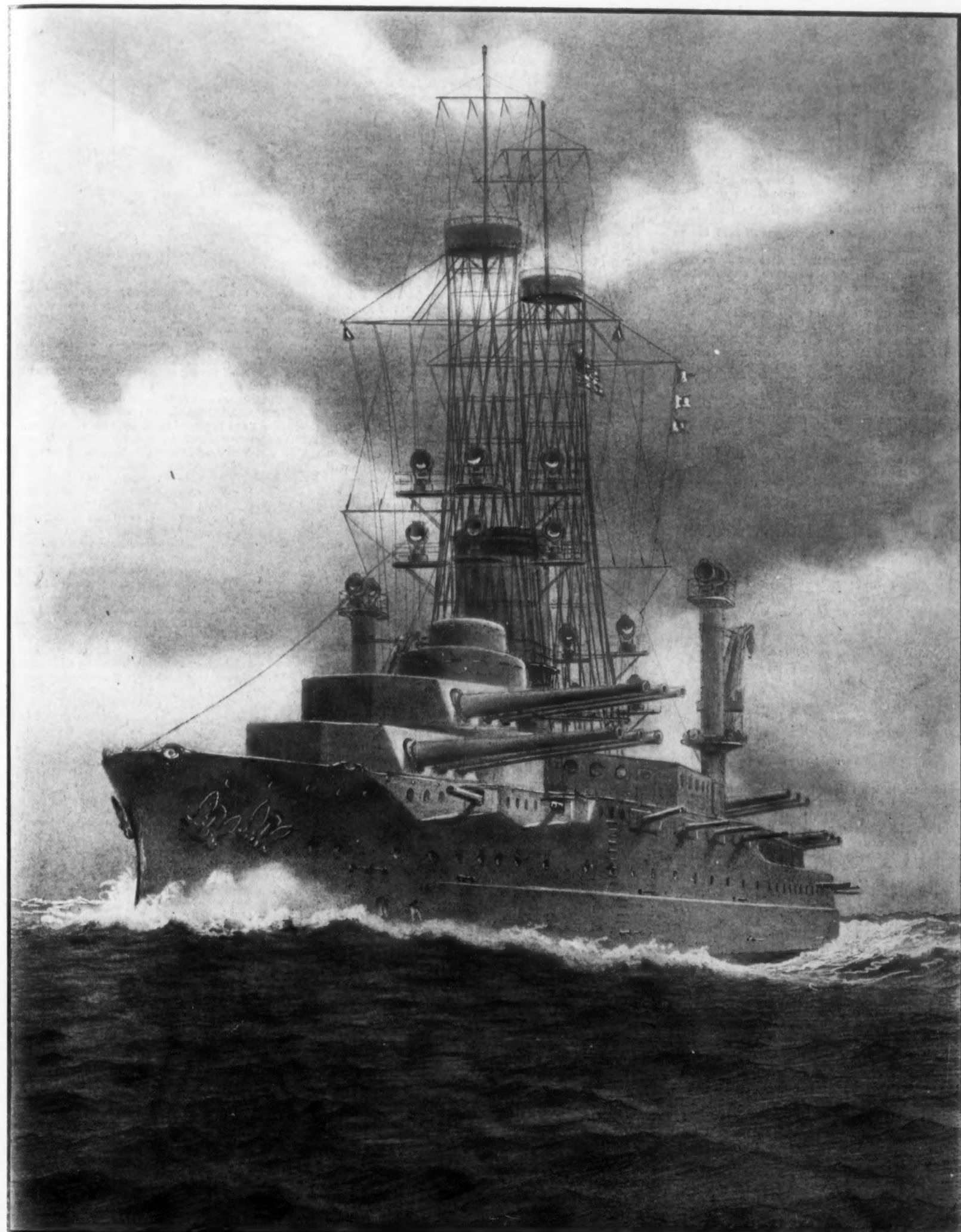
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The World's Largest and Fastest Battleship

The Proposed American Super-dreadnought "Pennsylvania," which in Size, Armament and Speed Will Surpass Every Battleship Now in Existence



DRAWN FOR LESLIE'S WEEKLY BY BURNELL POOLE

THE NAVY'S new super dreadnought, the *Pennsylvania*, which will be made possible by the one battleship compromise in the naval appropriation bill passed at the late session of Congress, will have a displacement of 31,000 tons. There is a difference between the displacement of the new dreadnought and our present largest battleship, the *Arkansas*, of 5,000 tons, which would be equal to a good-sized merchantman. The new battleship will cost \$15,000,000. Its armament will consist of twelve 14-inch guns, three in a turret, twenty-six 5-inch guns and a torpedo defense battery. This is a heavier armament than any ship in the world now possesses. There will be two turrets

aft, with one training over the other, and a similar arrangement forward. This will permit a broadside fire of the entire battery or a fire of six guns directly ahead and six directly astern. There are indications that turbines will be used and oil fuel. The armor will be sufficiently heavy to give protection against the heaviest guns that any navy is expected to mount afloat, and it will be particularly designed with reference to protection from torpedo fire. The *Pennsylvania* will have a speed of twenty-three knots an hour, which would make this the fastest battleship in the world. The vessel will probably be 650 feet long, with 95 foot beam. This width permits passage through the Panama Canal.

The Old Fan Says:

"There Will Be Plenty of Action in Major League Baseball Circles This Winter"

By ED A. GOEWHEY. Illustrated by "ZIM"



"I suppose, George," remarked the Old Fan, "that, besides your hat, you have nothing on your mind but the world's championship series and the final baseball fireworks that are customary at the close of each big-league season?"

"You're wrong," replied the cigar-store clerk; "for I've spent part of my time of late wondering what we are going to do for something to keep up

our interest in the game during the long winter months."

"Well, don't let that worry you," said the veteran, "for there is going to be enough action during the cold weather to keep all the fans awake and give them something to gossip about and speculate over until the warm days of spring practice roll round. In the first place, there are to be some meetings of the managers and the National Commission that promise to be more than lively. Then there will be more trading than has marked any winter for ten years. Many of the clubs that were looked upon as particularly strong when the past season opened showed up badly, and the weaker clubs certainly need a lot of help from some source.

"In the National League the Giants won the pennant, but it was only their fine getaway and early-season lead that saved them at the finish. After Marquard's string of consecutive victories was broken, the team began to wobble and played in-and-out ball up to the final bell. The 'Rube' was the wonder of the early season; then he gave way and failed to come back to his previous great form. During the middle of the season, Mathewson, the good

further developed. Few changes are looked for in Cincy. The Quakers will probably try hard to strengthen the club, for, though they always look good on paper in the spring, the close of the season finds them anywhere but in front. During the past two years injuries to players have handicapped them, but they don't seem to be made up of real warriors. One of the most prominent players in baseball told me last winter that the Quakers are not 'game' in a run of close battles. Anyway, their work this season has not been an improvement over that of last year

and a few changes might help a lot. In the cases of the Cardinals, the Dodgers and the Beaneaters, it's a cinch that they must trade or do something to get out of the second-division class. In plain English, there isn't a club in the National League that doesn't need help before another playing season rolls round, and only a small part of the desired assistance can be obtained by purchase or draft from the minor organizations.

"The general belief among baseball men is that, considered club for club, those in the American League have the better players in a majority of cases. Possibly the Red Sox

and the Senators may stand pat with their present outfits, except for such new men as they can acquire by purchase. The Athletics have certainly gone back, and Mack is too clever a general not to strengthen them preparatory to the 1913 fray. Whether he will depend on trades or spend eighty or ninety cents to buy up a few more stars is a question. In the past he has made some good swaps, but his long suit has been getting good men for not much more than the price of a box of cigars. The other clubs—the White Sox, Naps, Tigers, Browns and Highlanders—all need assistance, and every one of them will be in the market for bargains.

"These trading bees will certainly hold the attention of many of us, but, in addition, we are going to see some real clashes between the magnates of the American and National leagues and the newly organized players' protective association. Just now it appears as if the officials and owners of the National League are not much impressed with the new association, while Ban Johnson, president of the American League, has given it a mild endorsement, and the managers under him are on the fence. In the end, the National Commission, representing the two leagues, may agree to some arrangement by which they will confer with representatives from the players' organization in cases of serious dispute or proposed changes that would vitally affect baseball in general. That a representative of the new association will be made a member of the National Commission is mighty doubtful. Perhaps the players are not always treated fairly, and perhaps they will accomplish much good by grouping themselves together in one body; but if they ever so far forget themselves as to insist upon a salary scale, interfere with the rules made by the leagues, the owners or the managers, or 'strike,' you can say 'Good-night!' to baseball as a clean sport and a straight business in this country.

"Suppose the association took exception to the work of some particular owner or his manager and their club began to lose games regularly. Wouldn't it look as if the players were deliberately trying to throw contests to punish the men with whom they were at odds, even if such might not be the case? It would never do for the fans to even suspect that something crooked was going on in baseball. Every year the game receives hundreds of thousands of dollars from the American public, because the fans know that professional baseball is honest and clean. Let them begin



Puzzle Picture—Pick out the fan who lives in Washington, where Clarke Griffith is now, and the one who lives in Cincinnati, where he used to be.

to think otherwise, and the national game will start tumbling toward the level to which all other professional sports have sunk. If horse racing had been run squarely, it would not have been killed. If boxing had been carried on fairly, it would not have been found necessary to govern it by commissions in some States and drive it entirely from others. And you can go on down the line, and you'll find that practically every kind of professional sport but baseball is discredited.

"Professional baseball is a business and millions of dollars are invested in it by business men. They make fortunes out of it, but they pay their players higher salaries than 999 out of every 1,000 of them could earn at any other line of work during a similar

number of months each year. From a baseball player nothing is required but that he be able to play a good game and keep in condition. Many stars in the old days were able to do little more than sign their names and read big print. A better educated class of men are in the game to-day, but they are getting more money for their services than they could earn if they followed any one of hundreds of different professions. And remember that many of them stepped right out of college into good-paying baseball positions. Could they have done as well financially had they entered banks or

tried their hands at the law or medicine?

"A veteran player, who in his day has held the highest and most honored positions in the baseball world, once said to me, 'If the honesty of the game in the past had been left to the managers, I am not sure that it would have remained square. It was the players who kept it on the level.' To-day both managers and players are keeping the sport straight, and it would be a shame if false or unwise leaders and prophets should manipulate things so as to put the boys on the field under the slightest suspicion.

"Dave Fultz, the old-time ball player, is looked upon as being a sort o' guiding spirit of the new players' organization, and he is accredited with being the author of the brief sent out lately in their behalf which stated: 'Until the National Commission is composed of absolutely disinterested persons, it will never gain the full confidence of the players and the public.' This statement would be funny if it were not so ridiculous. The commission is composed of the most capable and highly respected men in baseball and no amount of agitation will make the public believe black is white. This commission has been

endorsed time after time for its integrity and the fairness of its rulings. It may make mistakes, because its members are only humans; but once make the highest tribunal in baseball a collection of 'disinterested' citizens, and the game will degenerate into a bigger joke than was ever sprung in vaudeville.

"Perhaps if the players now engaged actively in baseball will do all the talking for the new organization and will not assume to dictate to the men who are paying their salaries, the magnates and the

(Continued on page 364.)



The end of the war.

old warhorse, took up the pitching burden and stood off the enemy for a time; then he, too, began to get his bumps with regularity, and 'Big Jeff' Tesreau (McGraw's kid pitcher) stepped into the breach and, with some assistance from Ames and Doc Crandall, managed to hold the New Yorks in the lead.

"Although thousands maintain that the Giants this year were not as good a club as either the Pirates or the Cubs, nevertheless they won out, and that's what counts. Johnny McGraw's wonderful generalship and the terrific pace the Giants set when running bases figured largely in their success. But will Mac be content to go through another season with his same team? Probably not. He has a number of A No. 1 players on his staff acting as utility men, and it's 'dollars to doughnuts' that some of them will be swapped for one or more men to strengthen the pitching staff. Then take the case of the Pirates. Last spring an unlimited number of fans would have been willing to bet their heads off that they would capture the National League bunting. But they didn't.

"On paper and taking the past-performance 'dope' into consideration, they certainly looked like the strongest club in the old league and their pitchers apparently had those of all other clubs faded. There have been rumors that there was dissension among the members, some of them feeling that Hans Wagner was treated too much like the sacred cow of a one-ring circus, and that, while others were given 'orders,' the mighty swatter was never more than mildly 'requested' to do things. Besides, it is said that one faction favors

Wagner for manager next season, and another is sticking to Fred Clarke, who has directed the team's destinies so successfully in the past. But whether next year sees Clarke or Wagner the boss, there will no doubt be some changes in the Pirates' line-up.

"The Reds have done pretty well under O'Day this year and the make-up of the team is one that can be



McInnis, the Athletics' clever first baseman and great slugger.



Archer, of the Cubs, and one of the greatest catchers. He could catch on crutches.



You can't win success by blaming others for your own shortcomings.



Pitcher Grover Cleveland Alexander, of the Phillies, who has received his bumps this season.

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People Talked About



DR. PAUL WALDEN.
Of Russia, who is to be President of the Ninth International Congress of Applied Chemistry to meet next year in St. Petersburg. His greatest work has been in the theory of solutions. He speaks many languages.

PATRICK H. RIORDAN.
Roman Catholic Archbishop of San Francisco, who urged the women of his archdiocese to exercise the right to vote, conferred upon them by the State of California not many months ago.

DR. FRANZ ULLSTEIN.
Of Berlin, the largest newspaper owner and publisher in Germany, who lately came to the United States to study the methods of our newspapers. He was much impressed by their energy and hustle.

GENERAL R. B. BROWN.
Republican candidate for Governor of Ohio. He was chosen as the head of the State ticket after Judge Dillon declined the honor. General Brown is an able and popular man and is making a strong canvass.

PROF. JOSIAH ROYCE.
Head of the Department of Philosophy at Harvard University, who spent several weeks on board ocean freight steamers in order to avoid interruption while he was doing literary work.

WILLIAM T. HAINES.
Who was elected Governor of Maine by the Republicans in September. He was born on a bleak farm in Maine, he spent his early days in drudgery and poverty, but was ambitious and worked his way through college.



ONCE A MINISTER NOW A STREET CLEANER.
Rev. Herbert A. Bakeman (seen driving and whistling), who resigned from the United People's Church at Schenectady, N. Y., to become a manual laborer, because he regarded his usefulness as a preacher ended.



BREAKS ROCK FOR LOVE.
This Covington (Ky.) woman sits in the street all day with her husband breaking rock for the paving of city thoroughfares. She would rather do this than be away from her spouse during his working hours.



A DUSKY POTENTATE LIONIZED.
Mulai Hafid, once Sultan of Morocco, who has abdicated and been pensioned by the French Government, seen at a tennis party near Paris. Society in Paris is making a fuss over him. Hafid appears to enjoy his new distinction more than he did rulership.

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A FEMININE FIREMAN.

Mrs. Sarah Christopher, an inspector for the N. Y. Fire Department, surveying and making notes regarding a big water tank on top of a high building. She found the climb up the long ladder rather dizzying, but showed great pluck.



A SOCIALIST AGITATOR ARRESTED.
William B. Haywood (fourth from left), who, after delivering a fiery address on Boston (Mass.) Common, was arrested for alleged conspiracy in connection with illegal acts during the late strike at Lawrence. To escape the crowd the police whirled him away in an auto.

BOSTON PHOTO NEWS CO.



COLONEL J. P. FYFFE.
Of Panama, a former newspaper man of Chattanooga, Tenn., who has been offered command of the Army of Guatemala with the titles of General and Minister of War.

LUCY GOODE WHITE.

Of San Francisco, the only Socialist in California to secure a nomination for Superior Judge. She is a grand niece of former Chief Justice Marshall of the United States Supreme Court.

YOUNGEST AVIATRICE IN THE WORLD.

Miss Bernetta Adams Miller, of Canton, Ohio, who has been granted a pilot's license by the Aero Club of America. She is only twenty-two years of age, and is now the only active airwoman in America holding a license.

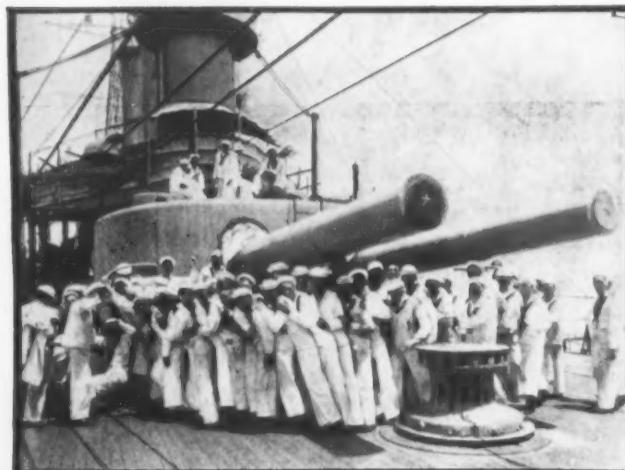
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A NEW SAMOAN PRINCESS.

Miss Janet Crose, daughter of the Naval Governor of one of the Samoan Islands, who has been made a princess by the natives with great ceremony. She is now in a Baltimore boarding school.

JUDGE ALFRED B. BEERS.

Of Bridgeport, Ct., who was elected Commander-in-Chief of the G. A. R. at the annual encampment at Los Angeles. He has been a municipal judge for about twenty years.



WAITING FOR MESS CALL.

Fresh, ocean breezes and plenty of work are conducive to hearty appetites. Hence, the mess call is always sweet to the ear.



ON THE SIGNAL BRIDGE.

Part of the signal division of the New York Naval Militia on the bridge of the U. S. S. "Iowa." This signal division is particularly efficient, and its services are in demand in yachting events.

THE TOTAL naval militia force of the United States is 15,000 officers and men. Nearly every seacoast and Great Lake State has a naval reserve in its militia organization. Any able-bodied young man may join the naval militia, just as he can any other branch of the National Guard.

You'll find these sailor citizens an enthusiastic, intelligent, clean-cut lot of young men. The officers, conscientious and painstaking, are of the type that inspires loyalty to the organization and responsiveness to the highest degree of discipline among the men. Not a few of the officers are former naval officers who have entered civil life.

Whenever possible, the Navy Department assigns to each organization a small cruiser or gunboat. This affords a means for many very delightful weekend and holiday cruises during the summer months. Usually week-end cruises are so arranged that shore liberty is granted at some very inviting seaside resort, which makes a very pleasant change for the city boy. While deriving a great deal of pleasure out of such trips, the militiaman is receiving a great deal of practical instruction in seamanship. It prepares him to meet emergencies incident to his calling with a ready promptness and resourcefulness worthy of the seasoned sailor.

A recent week-end cruise in the little Gloucester—Wainwright's ship at Santiago—gave a splendid demonstration of the manner in which our citizen seamen meet unforeseen emergencies.

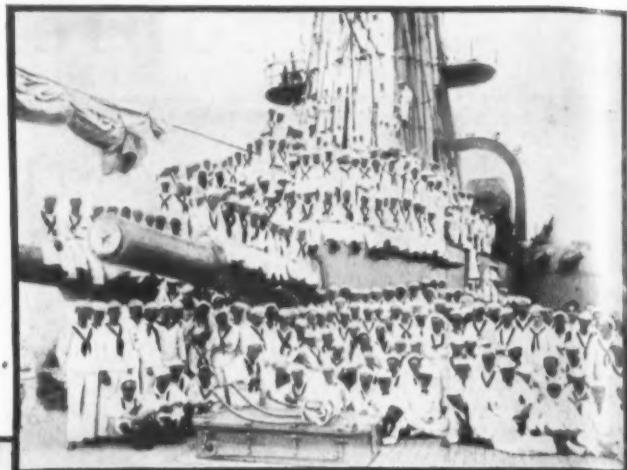
One bright Saturday afternoon a few weeks ago the Gloucester was steaming down New York harbor, bound for a trip around Long Island. Some one in the forecastle called to the bridge that a small boat had capsized off the port bow. In just a minute and one-half the lifeboat was away.

Nor was this all—this cruise seemed to be particularly full of exciting incidents. The following afternoon, on the return trip down, a steamer was sighted to leeward. She was motionless. The sharp eye of the officer on the bridge detected puffs of steam coming from her whistle. A lull in the wind enabled him to catch the quick blasts of a distress signal. The Gloucester put about and within less than twenty minutes was within hail. The steamer proved to be the S. S. Mohegan, of New London. Her propeller shaft was broken. Just half an hour from the time she was first sighted, five miles to leeward of the Gloucester, she was in tow of the Gloucester, on her way to New Haven.

Every division and battalion headquarters is situated so easy access may be had to quiet bays and rivers, where practice cruises are made in small boats. This is great sport. Indeed, there is nothing so exhilarating as the handling of a cutter under sail. It is fine exercise—just the thing for the average city man. Once in a while a party is made up of young men and young women for a holiday outing; a landing is made on some island or woodland shore,

The Work and Play of the Naval Militiaman

By
AUGUSTUS HENRY PAYNE



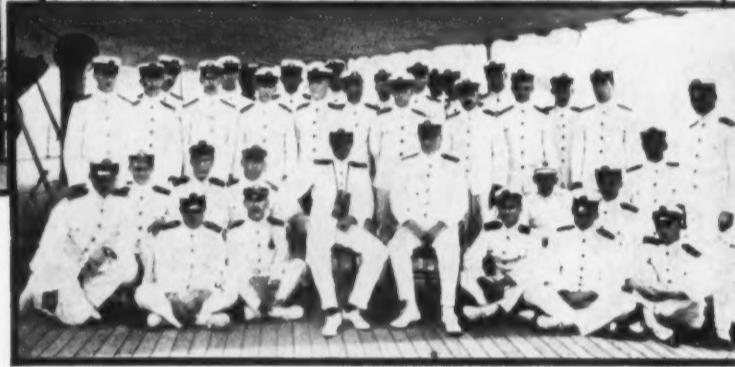
NAVAL RESERVES ON A BATTLESHIP.

The First and Second Battalions N. Y. N. M. aboard the U. S. S. "Iowa" during the summer practice cruise of 1912. These men worked with great enthusiasm.



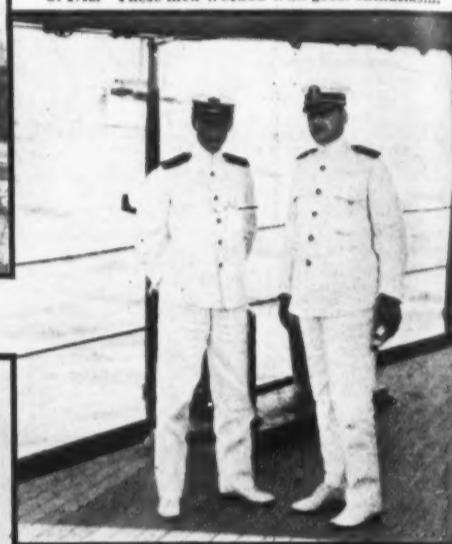
RESERVES UTILIZE AN OLD-TIMER.

The U. S. S. "Granite State," an old time wooden frigate, headquarters of the First Battalion N. Y. N. M. She is admirably fitted for this particular use.



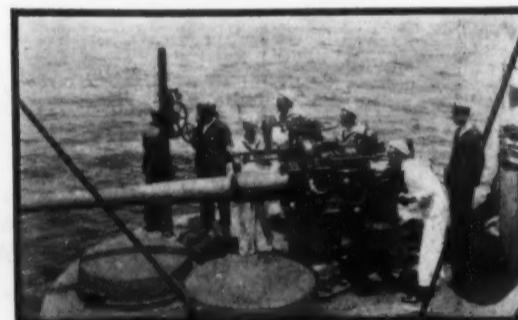
HARMONY IN THE SERVICE.

Officers of the N. Y. N. M. and U. S. N. on board the U. S. S. "Iowa," who worked together in perfect accord.



TWO TYPES OF NAVAL OFFICERS.

Commander W. W. Phelps, U. S. N., and Commander Russell Raynor, N. Y. N. M., who commanded jointly the U. S. S. "Iowa" during the practice cruise of the N. Y. N. M.



ARTILLERISTS IN THE MAKING.

A squad of militiamen on a warship practicing with a "dotter."

where a clambake is held and a toothsome meal enjoyed.

Every summer a practice cruise of a week or ten days' duration with the battle fleet makes an ideal vacation. Toward the end of each cruise some interesting port is visited. It gives each man a unique experience and an insight into a different phase of life.

A typical practice cruise was made this year by the N. Y. N. M. First and Second Battalions, aboard the U. S. S. Iowa—"Fighting Bob" Evans's old ship. It lasted nine days.

The men went aboard with very little confusion. Each seemed to fit instinctively into his particular niche. The militia was extended a hearty welcome by the officers and men of the regular navy. Everybody was made to feel perfectly at home and things ran so smoothly that one could only distinguish between the regular and militia by the insignia on the uniform.

The Iowa left New York one Saturday afternoon in July and the following Monday anchored in Tangier Sound, an inlet of Chesapeake Bay. Tangier Sound is used for target practice and other experimental work by the navy. The old battleship Texas, which was used for a target last year in Tangier Sound, was sunk in shoal water with her deck visible. Her wreck was just about five miles from the Iowa's anchorage. A party of officers took a launch to her and spent a very interesting hour climbing over the wreck and noting the effect of heavy guns upon this historic warhorse.

The first two days were spent practicing with a loading machine, dotter and other ordnance instruction. The dotter practice is very interesting. It is

an ingenious attachment of a miniature ship, in front of a gun sight. The ship is about the size of an actual ship at a distance of two thousand yards. The machine is so designed that this miniature simulates all the movements of a vessel under way. The pointers keep continuously on the alert, in order to have this miniature cruiser covered by the gun. When the gun bears directly at the spot indicated by the officer in charge of the gun, the trigger is pulled and the electric dotter indicates the accuracy of the fire.

Bright and early Wednesday morning, "reveille," blown by nine buglers, put an end to sleep for that morning. All hands turned out. Each had a special duty to perform. There was no time for breakfast, but a cup of coffee washed down a piece of toast, and every one went to his station. Each man was busy cramming a piece of cotton in each ear. This cotton was discarded later, when it was discovered that the best thing to do when gun is fired is to swallow.

Ammunition was brought up from the magazines and the guns were cleared for action. The ship got under way for the range. The range was marked off by three buoys. When the first buoy is on the beam, the ship begins firing at a target-raft about eighteen hundred yards distant. Seven shots are fired between the first and second buoy, when the gun pointer and trainer exchange places, and seven more shots are fired between the second and third buoy.

It is interesting to take a trip about the ship while she is steaming over the range. Down in the fire room, where it's hotter than the hinges of hades, was our citizen stoker. In the engine room—not much cooler—was a citizen engineer. On the signal bridge was a citizen officer, directing the movements of the ship. Citizen signalmen stood by for orders. Everywhere you found a citizen sailor on the job, with the intense desire to do his very best.

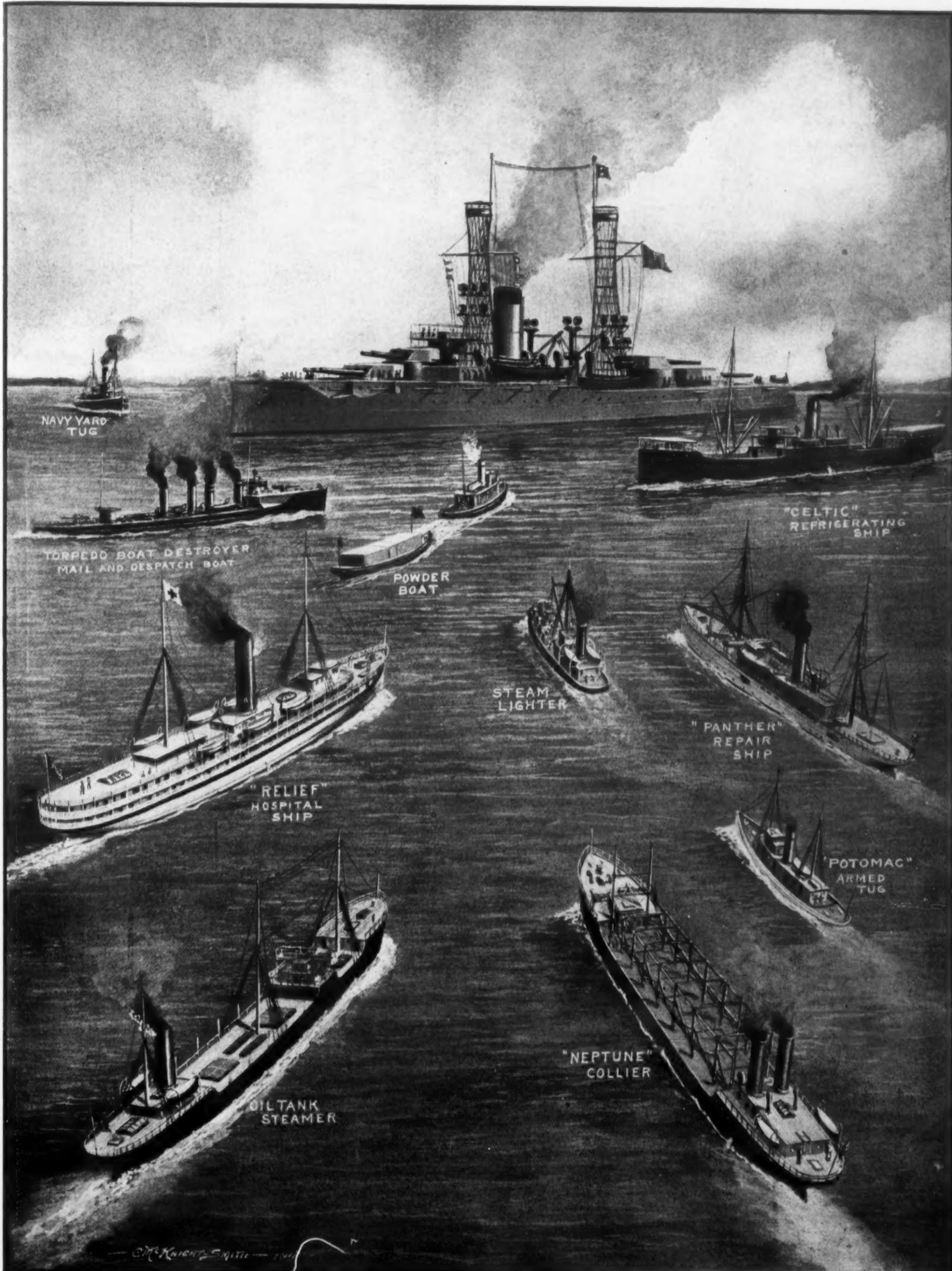
Target practice over, the Iowa made for Annapolis. Here a very profitable and enjoyable twenty-four hours were spent in visiting this quaint old town and Uncle Sam's admiral factory, otherwise known as the United States Naval Academy.

Trolley parties were made up for expeditions to Washington, D. C., and Baltimore, Md. On Thursday evening a smoker was given by the crew of the regular navy. Boxing matches, wrestling contests, quartets and other vaudeville turns made up a very interesting and unique program. This smoker was held in an improvised theater "forward." Mess tables and benches were used for the gallery and first balcony. Now, mess tables have a peculiarity of folding up at unexpected moments, particularly when about twenty-five or thirty men are on them. Every once in a while, when interest in a boxing contest would be at white heat, there would be a crash and a row of men would go down like ninepins. Then some one would shout, "Set 'em up in another alley!"

On the return trip from Annapolis, drills in every-day

(Continued on page 363.)

Navy Vessels Which "Wait On" Fighting Ships



DRAWN FOR LESLIE'S WEEKLY BY C. MCKNIGHT SMITH

THE FIGHTING ships are the armored knights of the navy, and they would be woefully lacking in efficiency if they did not have the service of squires and other attendants in the shape of numerous lesser vessels. These auxiliaries to the dreadnaughts, battleships and cruisers are rarely thought of by the spectacle-loving public, but their work, though humble, is most useful, and they are indispensable to any up-to-date navy. In the above picture the artist has grouped these servants of the fighters about a lordly battleship, to which each one of them renders some kind of valuable service. We see there the navy-yard tug, which helps the mammoth, seagoing fortress from

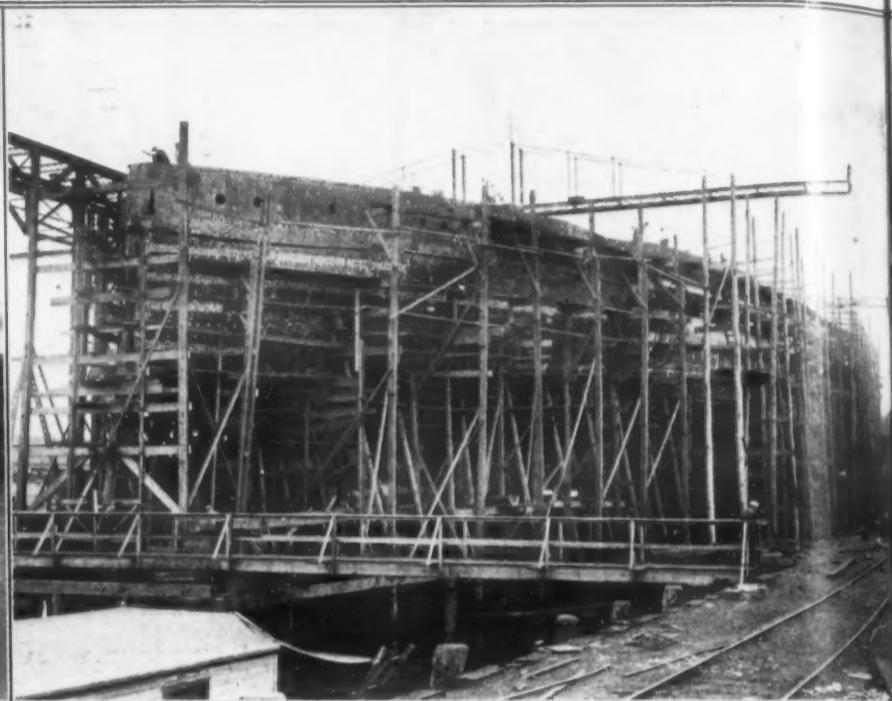
its moorings out into the channel; a torpedo-boat destroyer, which acts as a mail and dispatch boat; a powder boat hauled by a tug, bearing ammunition for the fighter's magazine; the *Celtic*, a refrigerating ship which supplies ice and keeps food supplies in cold storage; the hospital ship *Relief*, which takes care of any sick or injured sailors; a steam lighter conveying commodities; the repair ship *Panther*, which is a floating machine shop; an oil-tank steamer, with a cargo which may be used for lighting, lubricating or fuel purposes; the collier *Neptune*, with thousands of tons of the best coal, and the *Potomac*, an armed tug which does sentinel and patrol duty when the fighting ship is in harbor.

Pictorial Record of the



LARGEST DRY DOCK IN AMERICA.

The mammoth dock at the Norfolk, Va., Navy Yard, in which a modern battleship is seen resting. The immense size of the dock appears by contrast. Recently the new dreadnaught "Texas," building at Newport News, was towed to Norfolk and docked there for painting.



A DREADNAUGHT IN THE MAKING.

The new mammoth battleship "New York" in course of construction at the Brooklyn Navy Yard, with the hull hidden in the vast amount of scaffolding around it. The vessel will be launched soon. It will be a 27,000-ton ship with a speed of twenty-one knots and will cost \$6,000,000. Her main armament will consist of ten 14-inch, and twenty-one 5-inch guns.



BUSINESS MEN OF MANY NATIONS
Delegates to the Fifth International Congress of Chambers of Commerce and Commercial and Industrial Associations which was in session recently at the Copley-Plaza Hotel, Boston, Mass., Belgium, presided over the Congress. Among the prominent men who made addresses were President Taft, Secretary of Commerce and Labor Nagel and Governor Coolidge of Massachusetts.



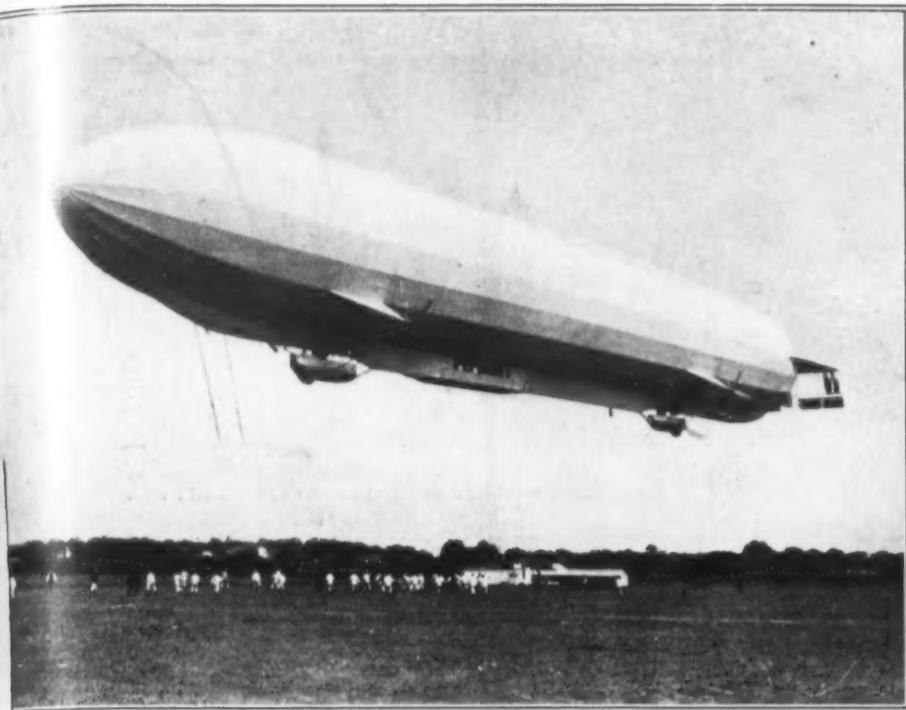
"BOOSTING" FOR A NEW STATE CAPITAL.
Financiers and merchants of Macon, Ga., which city is trying to have the State capital removed from Atlanta to Macon, touring the State in a special train and received with enthusiasm by a big crowd at Ashburn. Macon is in the heart of the State.



A NOTABLE ENGINEERING
A section of the new Livingstone Channel cut through the solid limestone reef at the lower end of the channel improves navigation. The new channel permits a draught of two feet wider through the approaches. The total cost of

The Zeppelin
Denmark,
Copenhagen

World's Doings

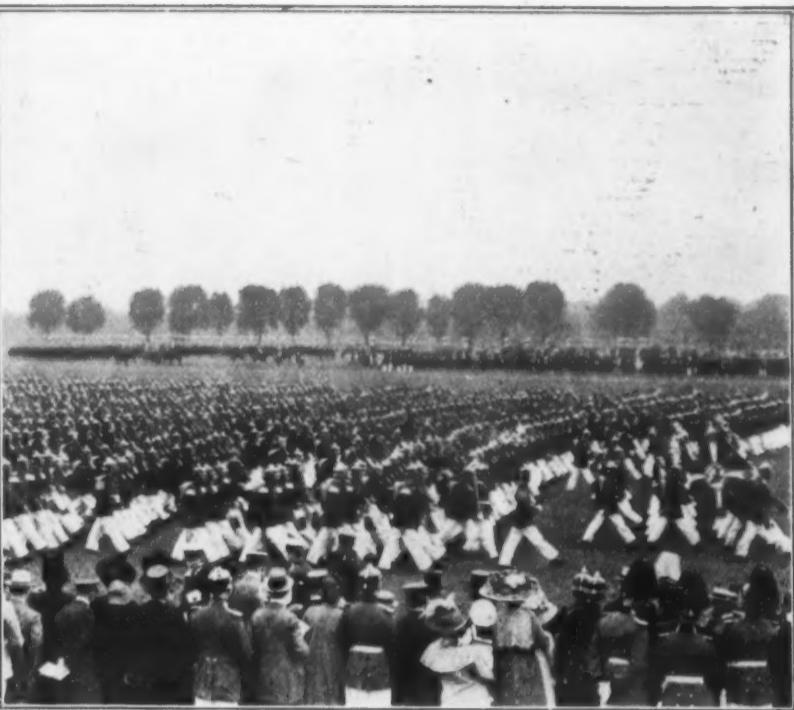


AN AIRSHIP'S REMARKABLE VOYAGE.

the Brooklyn Navy
The vessel will be
knots and will cost
one 5-inch guns.

MRS. C. R. MILLER

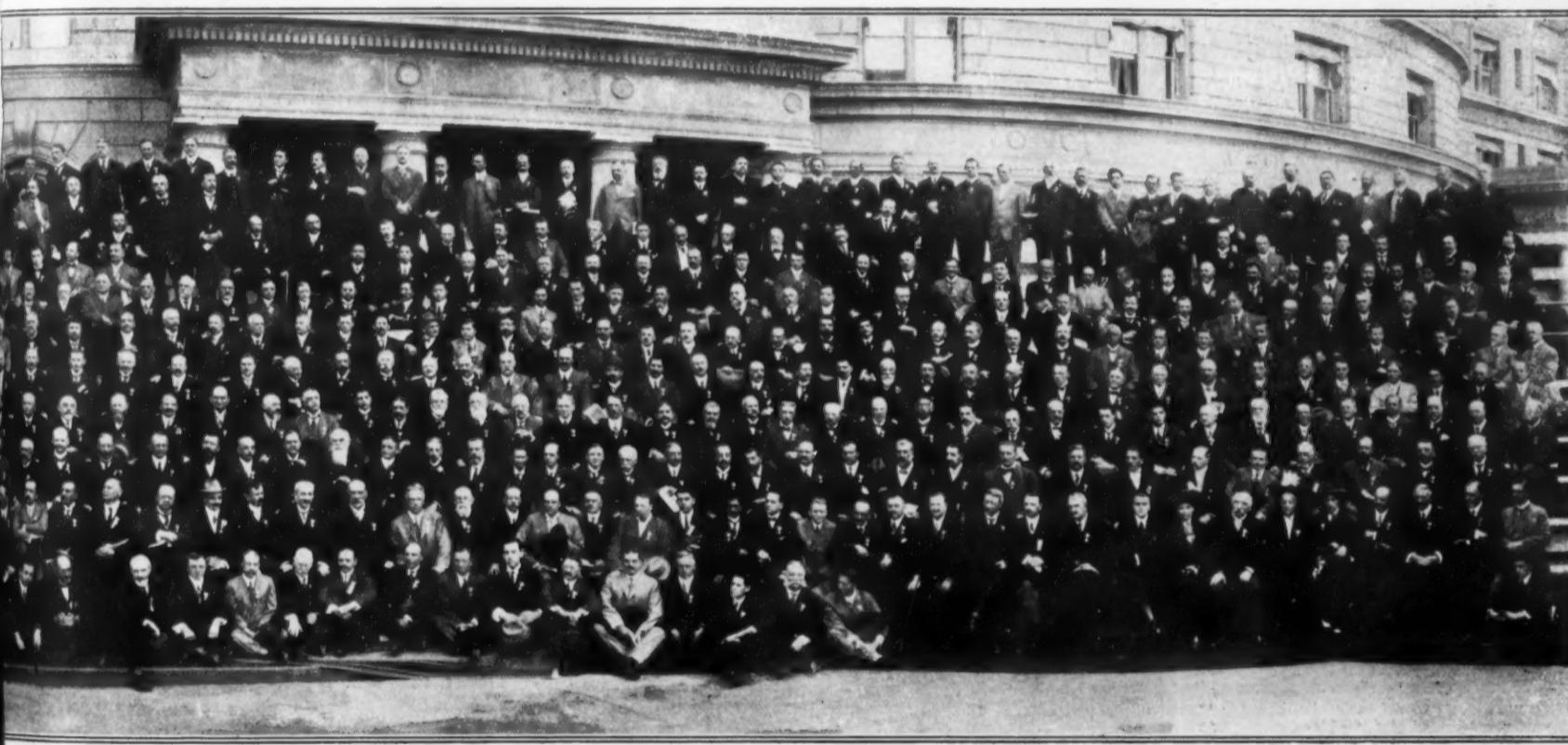
The Zeppelin dirigible balloon "Hansa" flying from Hamburg, Germany, to Copenhagen, Denmark, and Malmo, Sweden. The trip occupied thirteen hours including a landing at Copenhagen. Military experts say this air voyage was more difficult than the flight from Cologne to London.



GERMANS CELEBRATE A FAMOUS VICTORY.

Review of the Third Army Corps, 60,000 men, on Tempelhoferfeld, near Berlin, on Sedan Day, the anniversary of the surrender of Napoleon III. of France, to the German Army, September 2, 1870. The picture shows the peculiar stride of the troops.

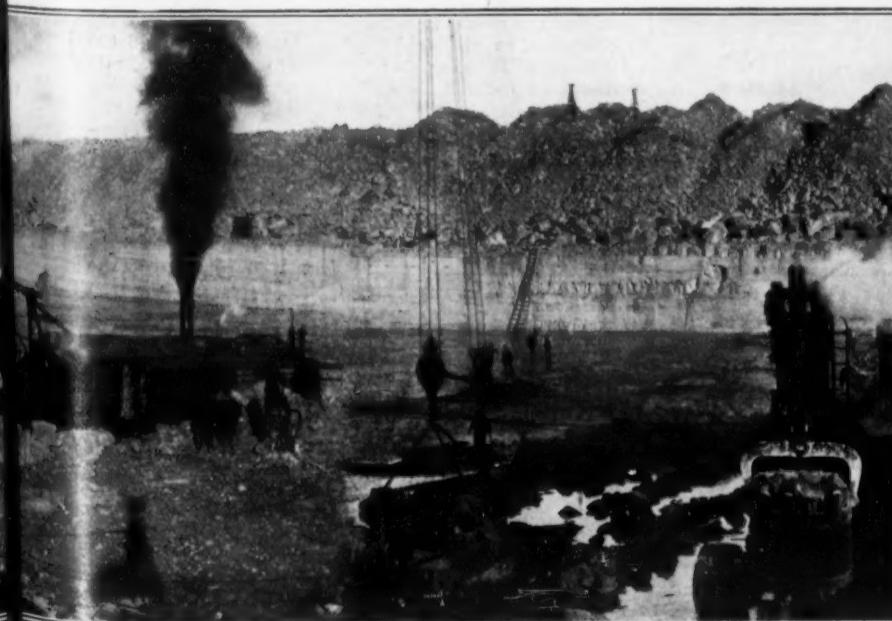
MRS. C. R. MILLER



600 MEN OF MANY NATIONS MEET IN COUNCIL.

Copley-Plaza Hotel, Boston, Mass. They numbered 700 and represented 40 nations, and the meeting was the most important of its kind in the history of the commercial world. Louis Canen-Legrand, of France, and Governor Folger of Massachusetts. Many commercial and industrial matters of importance were considered. At the close of the Congress the delegates made a tour of the United States.

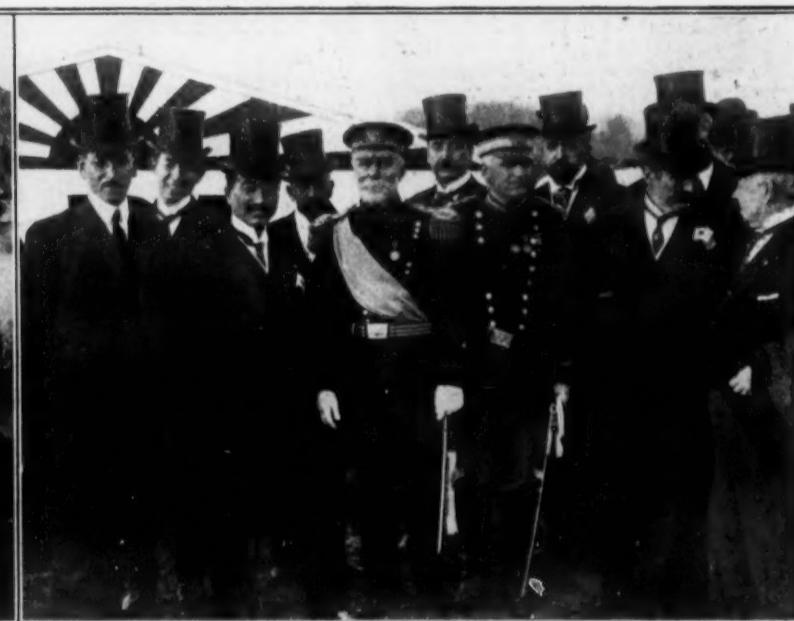
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A NOTABLE ENGINEERING FEAT.

limestone reef at the lower end of the Detroit River, Michigan, for a distance of nearly twelve miles. This greatly permits a draught of two feet at low water, is 450 feet wide through the rock cutting and the approaches. The total cost of the channel will be \$6,000,000.

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JAPAN SHOWS A FRIENDLY SPIRIT.

Japanese commissioners to the Panama-Pacific Exposition at San Francisco who dedicated the site for Japan's exhibit in the presence of 10,000 people. The deed of the site was presented by President Charles C. Moore to Commissioner-General Yamawaki. Japan will spend \$1,000,000 on its exhibit.

SAALSTAD

Behind "No Admittance" in the Navy Yards

By MRS. C. R. MILLER



DESIGNING VESSELS.
Draughtsmen at work in a naval constructor's office.



FLYING THE NEEDLE.
Men and women sewing canvas deck covers for small naval vessels.



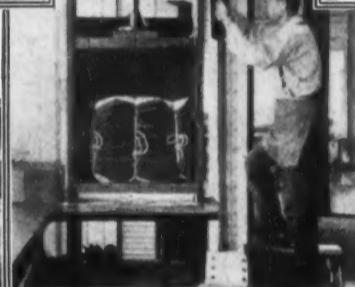
CARING FOR THE SMALL BOATS.
Constructing hoods for launches carried by battleships.



VERY NEEDFUL WORK.
Fabricating ammunition bags for big guns.



COMPLETING DEADLY WEAPONS.
Making primers for torpedoes at the government torpedo station, Newport, R. I.



THE BEST OF PACKING.
Compressing packages of clothing for sailors, so as to save space on board ship.



BANNER MAKING.
Laying out a Chinese flag for use on our fleet in the far East.

THE United States government is a great employer of labor—perhaps the largest in the world—and few except those who have inquired into the matter have any idea of the number of employees in the service of the government who are engaged in work not distinctly of a political nature. If you should happen around one of the navy yards when the signal announces the quitting hour of the day, you would be greatly surprised to see the army of men and women coming from the many buildings on the premises. The ignorance of the general public as to the character of the work done there is due not so much to any policy of the government to keep it secret, as to the fact that visitors are apt to distract the attention of employes and impair the efficiency of their work.

In the yard at Charlestown, Mass., a large shop is in operation for the manufacture of chains and anchors, and its products practically supply the navy with these necessary articles. The Washington, D. C., yard has a large gun factory, where a great many guns are cast and set up each year. At Mare Island, California, a big steam engineering plant is in operation, while the one at Portsmouth, Va., turns out boats and oars, rope fenders, sails, deck covers and mops for cleaning different parts of the ships. The cartridge bags are made here, a peculiar kind of raw silk being used. For several years this material was imported from Germany, but recently it has been manufactured by a Philadelphia firm. The United States army also uses this for the cartridge bags of its guns and purchases annually several hundred square yards. The Navy Department buys the amount needed for its use from the army. It is made up into bags at several of the navy yards. Portsmouth perhaps turns out the greatest number, with the Brooklyn yard a close second. These bags are of various sizes to suit the different calibers of guns, and are cut by the aid of an electric cutter, one dozen at a time, and are handed over to women, who in turn sew them together on sewing machines run by electricity. They must be accurate in measurement and there is a rigid inspection of the work. The silk burns up and disappears the instant the guns are fired.



TO REDUCE FRICTION.
Turning out rope fenders for launches.

All the flags carried by the navy on shore and afloat are made in the factory maintained for that purpose in the Brooklyn yard. Both men and women are employed and a large force works throughout the year. The flag equipment for a battleship would fill a large delivery wagon, for the flags of all nations, as well as the ones used in signaling, are carried on board. Some of the foreign flags, such as that of China, where the dragon must be embroidered by hand, require skilled workmanship. The President's flag, too, with the eagle in the center, is one of the difficult tasks of the flag room. The curtains and table covers for the ships are made there, and all the linen, such as tablecloths and napkins used in the officers' mess on shipboard, and the towels and dishcloths for the officers' quarters and the galley are hemmed and finished here.

Close by in the same yard is the clothing factory, where practically all of the clothing worn by the forty-eight thousand men who man our battleships is made. The cloth is purchased from the woolen mills and brought to the Brooklyn factory to be sponged, as this is an important item in a sailor's clothing—they must stand water without shrinking. An electric cutter is used and about ten different sizes are made up. The actual sewing is given out to women, who do the work at their homes. The majority of

these workers are gentlewomen, widows and orphans of Spanish-American War veterans or men who have died in the service. The baseball suits worn by the teams of the different ships and all the white duck hats used by the men in summer are products of this factory. A large stock of wearing apparel is always kept on hand, ready to be sent to the ships at the shortest notice. The shoes, hose, underwear, toilet articles and even the tobacco are purchased by the head of this department and are sent out from Brooklyn.

Hundreds of draughtsmen and clerks are employed in the ordnance, navigation and naval construction office in the different yards. An inspection of the interior of these shops and the nature of the products they turn out will show that Uncle Sam is conducting huge manufacturing plants with as much skill and economy of management as are displayed in the running of private enterprises of the same character and size.

Miss Quimby's Monument.

A NUMBER of our readers who especially admired the late Miss Quimby's articles in the dramatic and other departments have forwarded contributions for her Monument Fund. It is especially gratifying to note that the letters accompanying these all bear testimony to the admiration the contributors felt for the brilliant young writer who came to an untimely death at the [Boston aero meet]. It seems most fitting that a proper memorial should be erected in honor of the first American woman who had the courage, ability and skill to win a pilot's license to fly and whose achievement in crossing the English Channel in a monoplane was heralded throughout the world as the wonderful performance of a daring American girl.

Contributions recently received are as follows:
Miss Louise Weems, New Orleans, La. \$ 1.
Robert D. Heinl, Washington, D. C. 10.
Walter B. Crandall, Hardwick, Vt. 5.
John L. Niederst, Omaha, Neb. 3.
Hugh L. Willoughby, Newport, R. I. 5.

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The Work and Play of the Naval Militiaman

(Continued from page 358.)

ship routine were held. There were plenty of surprises in store. Suddenly the ship's bell brought a crew to fire quarters. Fire plugs were manned and lines of hose run out, as though there were an actual fire. The promptness with which the men took their posts was a very good assurance that an actual fire would be well handled. Collision drill was the next little surprise the captain had up his sleeve. The fire hose had just been coiled, when collision quarters were sounded. Collision mats were rigged. Watertight doors were closed and all other precautions incident to a collision were observed. Deep-sea sounding, man-overboard drill and other interesting instruction essential to the efficient sailor were held on the way back.

Saturday morning the crew was drawn up in clean "whites" at quarters and inspected by the captain and his staff. Next the ship was thoroughly inspected. The captain paid particular attention to the mess gear and cooking arrangements and was quick to call attention to the slightest uncleanness. He found everything in apple-pie order and very little cause for complaint.

The next morning, Sunday, the ninth day of the cruise, found our sailors entering New York harbor. They had had a splendid cruise. Each man looked a hundred per cent. better than he did the day he came aboard. He was greatly benefited physically and had stored up new energy with which to take up his work in civil life.

You must not infer from this that the naval militia is idle during the winter months. The well-equipped armories and old wooden frigates give ample opportunity for drills of various descriptions.

These drills are interspersed with dances, minstrel shows and amateur theatricals; quartets, glee clubs and athletic teams are unlimited sources of entertainment. The surroundings are always inviting. It is much like a large club, where the members are always certain to have a real enjoyable evening. Friendships, not only great delights in themselves, but of very material aid in helping the young man's business interest, are formed. The young man is brought in close contact with leading business men to whom he could never obtain access otherwise. Most of the officers are executive heads of large enterprises. Naturally, each officer has at heart the desire to further the best interests of the naval reserve, so whenever a position is available he will offer it to one of his young officers or seamen, and thus give him the chance to develop a profitable business career.

The best equipped armory in the United States is the home of the Second Battalion N. Y. N. M. It is a very imposing building, covering a whole city block and containing every conceivable convenience and facility for accomplishing the object for which it is designed.

The drill hall is large enough to accommodate a whole regiment paraded in regiment front. At each end there is a complete mast, with signal bridge, searchlight, chart house, saluting guns and various signal apparatus. On the main floor you will find a complete battery for light artillery practice and field drill, as well as a loading machine, a four-inch rifle and other means for instruction in ordnance.

You may be amused at the thought of having boat drill on dry land, but it is practical. Here is how it is done: A fleet of dummy launches is constructed. These launches are the exact size of the regular steam launch. As the dummy is light and mounted on wheels, it is easily handled. An arrangement similar to that you have seen on hand cars is provided for the motor power of the launch. Two men, who are out of sight, can work this motor and send the launch about the armory floor at a merry clip. It is very hard to believe that you are not looking at a real fleet maneuvering on sure-enough water when you see these launches moving under the glare of the searchlight.

The naval militia is a branch of our country's service that we should be proud of. It is efficient and we may rest assured that, should occasion re-

quire, our citizen sailor will readily take his place in the fleet and render valiant service in upholding the national integrity and honor on the high seas.

Books Worth Reading.

REMINISCENCES of an Army Nurse during the Civil War," by Miss Adelaide W. Smith, of Brooklyn, N. Y., is an interesting and instructive volume, telling of a young volunteer nurse's varied experiences in Union army hospitals during the Civil War. It gives glimpses of such notables as Clara Barton, Dorothea Dix, Sherman, Grant and Lincoln. This book, while of interest to the old and the middle-aged, inculcates in the young devotion to an ideal without hope of reward. New York: Greaves Publishing Company. Price, \$1.50.

In "The Yellow Peril, or the Orient and the Occident," G. G. Rupert presents a voluminous book, based on Biblical prophecy and modern speculation relative to wars and the unrest in the Orient, to prove that the downfall of the earth is imminent and that the only salvation is a union of the Christian world against impending disaster. The volume displays a remarkable knowledge of the Bible and an ingenious correlation of ancient sayings and modern facts. Union Publishing Company, Choctaw, Okla.

Charles Scribner's Sons publish, under the title "Why Should We Change Our Form of Government?" six addresses delivered on various occasions by Nicholas Murray Butler, president of Columbia University, the volume taking its name from the first subject. The other subjects are: "Business and Politics," "Politics and Business," "The Call to Citizenship," "Alexander Hamilton," and "The Revolt of the Unfit." These addresses disclose a conscious responsibility as to the matters discussed and deep study of the subjects.

"The Armchair at the Inn," by F. Hopkinson Smith, is a series of short stories of thrilling adventure, deep significance and philosophy, that are related for the enlivenment and enlightenment of a company gathered at a famous and historical old Normandy inn. A charming love story runs through the book, and its unusual feature is that the love story attaches to two of the minor characters. New York: Charles Scribner's Sons. Price, \$1.30, net.

One of the best books of photographs ever published has just been put out by E. Muller, Jr., of New York, under the title "Battleships of the United States Navy." More than once, to get the pictures, Mr. Muller risked his life. To get the one of the U.S.S. Connecticut in action, he got a motor boat and drove out squarely in front of it; after he had snapped, the engine of the motor boat failed and the ship was bearing down upon him. By the narrowest chance he escaped with his life—and one plate.

It is the most remarkable picture of a battleship ever taken. Mr. Muller is the marine photographer on the staff of LESLIE'S and is widely known for his excellent work. The book will be enjoyed by all people interested in the navy or who love the sea. Published by the author, at New York. Price, 50 cents.

There has been a wide demand for accurate information regarding the history, progress and present status of the negro race. This has caused the publication of "The Negro Year Book," prepared by Professor Monroe N. Worth, head of the department of research of Tuskegee Institute, Alabama. The book gives a review of the negro in 1911, tells of his economic progress, speaks of him in the religious field, deals with negro education, negro soldiers and heroes, provides a chronological history of the negro in America, and contains directories of negro banks, towns, business leagues, hospitals, newspapers and national and fraternal organizations. It also has lists of books and articles relating to the negro. The contents are arranged in concise, systematic form and are easy of reference. The book is published by the Negro Year Book Company, Tuskegee Institute, Alabama. Price, 25 cents; postage, 5 cents.

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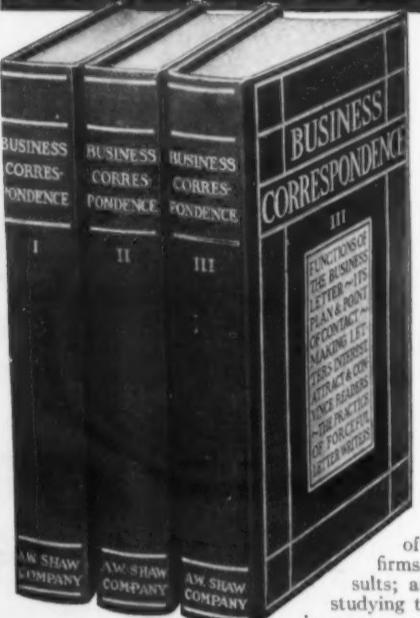


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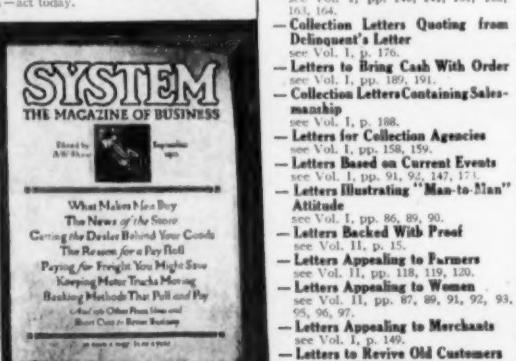
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The Old Fan Says:

(Continued from page 356.)

commission may meet them half way and much good may be accomplished through the mutual respect of all concerned. But the players should remember that none of them was forced to play baseball, none of them is being compelled to play to-day, and that any one of them at any time can throw up his job and start in any other line of business he chooses. It is said on behalf of the players that some of the men in fast company are underpaid. Perhaps they are. But it didn't take a protective association to boost the salaries of Mathewson, Cobb, Wagner, Speaker, Marquard and dozens of others. Their pay went up as they proved by their unusual abilities that they deserved more money. A ball player in these days is given more opportunities to prove his worth so that everybody interested may know than ninety-nine per cent. of the men in any kind of clerical jobs.

"Another gentleman who has interested himself in this new players' organization recently said, 'Once the ball players have one of their members on baseball's highest tribunal, they will be sure of justice. Not that the commission at present does not decide cases on their merits, but, in the event of another Cobb incident, no undue haste will be made, such as Ban Johnson's move when he suspended Ty without even hearing the evidence. Representation on the commission is all that the players need.' Now, let us look at this phase of the matter in a cold-blooded, businesslike manner. In the first place, what right would the commission have to butt in upon a matter that would come under the governing power of the American League alone? There is and has been a rule, known to every ball player, that clearly defines what his attitude must be toward those occupying seats in the stands. It is for the management of each park to maintain decent order among the patrons; but if they do not, the player who feels that he has been insulted or offended must not constitute himself either a policeman or a 'bouncer' and start in to deliver punishment.

"Cobb knew the rule and he hadn't an excuse in the world for breaking it. Had he appealed to the umpire or any of a dozen other officials, the offender in his case would have been ejected from the grounds. President Johnson very properly suspended him for breaking the rule, but, if you will remember, the first suspension order was made for an 'indefinite' period. The chances are that, had Cobb and his teammates kept their heads and the talk of 'strike' been omitted, Ty would have been reinstated inside of twenty-four hours or just as soon as the American League president learned the exact language used by the spectator who caused the row. But when some of the Tigers started in to create a disturbance that might have extended to the other clubs, all idea of a perfunctory suspension had to be abandoned and strict discipline came to the fore with a rush.

"As one authority put it, you don't need a grocer on a jury that is to try a grocer for an alleged crime, and you don't need an active ball player on a commission that stands as a court of last resort for the men. The players once tried to put organized baseball out of business, and the fizzle of the ill-considered and abortive effort is still a vivid memory.

"But, George, the active players, urged on by those with whom baseball and the diamond are forever finished, may start something. Just now it looks as if they are sure to, for the protective organization has been formed. But if they try to break into the National Commission, you're going to see a real baseball war this winter that will give you something to talk about while you try to keep your shins warm at the radiator and entice people to purchase your very onerous tobacco."

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DON'T REPRESS THE CHILDREN.

Dr. George W. Jacoby, Eminent Specialist in Nervous Diseases.

I BELIEVE that children who are educated under the Montessori method will be less likely to have neurasthenia and kindred ailments when they become older. In this country the child is constantly under repression when very young. Its parents and teacher say, "Don't do this!" and "Don't do that!" so the child constantly is hearing that it should not do things which it naturally wants to do. But Madam Montessori takes an opposite course. She gives the children free play of their natural desires, provided they are proper and a natural expression of their wills. She does not say, for instance, "Don't move that chair!" to a child that in the course of its play happens to feel like moving a chair. Instead, she provides small chairs that they move easily, without undue physical strain, so they can utilize their faculties in their individual ways. The ultimate result is that the child develops self-confidence in many directions, in contrast with the child who is under constant repression of one sort or another.

BEWARE OF EXPERTS.

Governor Wilson, of New Jersey.

I WANT to warn the people of this country to beware of commissions of experts. I have lived with experts all my life, and I know that experts don't see anything except what is under their microscope—under their eye. They don't even perceive what is under their nose, and an expert feels in honor bound to confine himself to the particular question which you have asked him. Suppose you wanted to settle the liquor question by asking a body of experts whether alcohol was poison or not. I believe they would have to tell you that it isn't poison. But does that settle the liquor question? There are a great many things that you can take into your stomach that are not poison that will make you crazy.

WRONG TO LOVE AT SIGHT.

Dr. Evangeline W. Young, Boston.

L OVE at first sight is frequently a superficial attraction caused by some trifle of dress or manner. Scientists do not desire less romance in marriage—heaven forbid! What they do desire is more common sense and reason. Despite popular belief, marriages of convenience, marriages made for money and social position result in very happy unions, because of the mutual discovery of common tastes and ideals. The same is the case with the many other marriages that are the result of propinquity. The couple have the same friends, the same spheres, and this fact leads to happiness, other things being equal. But both in marriages for money and for love there can be no affinity of spirit without physiological affinity. The science of eugenics or race improvement teaches us that the human family may be improved by a recognition and use of the same laws which by experiment have proved of value in the betterment of the quality of various fruits, cereals and domestic animals.

SOLID PROSPERITY.

Chairman Hilles, of the Republican National Committee.

L ET EVERY man ask himself how he fares to-day compared with his condition eight or ten years ago, or sixteen years ago, when an indignant people repudiated the makers of the Wilson tariff bill and determined to close the soup kitchens and the free lodging houses by restoring to power the party of protection and good times. What of the wages you received then and those you receive now? Are not the present wages higher? And if they are not, can you conscientiously tell yourself—not me or any one else, but yourself—that the fault is not your own? We have had boom times in our history, when prices were high and so were wages, but when men of business acumen trembled because they knew they could not last, that the prosperity they enjoyed rested on a perishable basis.

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A Majority of One

By MINNA IRVING

ELECTION was held at the cross-roads in a weather-stained, round-topped structure that had seen better days. Before the Revolution, stiff brocades had rustled on itsreaking stair, powdered heads had nodded drowsily beside its cavernous fireplaces, and no less a personage than General Washington had stepped through a minute in its spacious parlor. The local politicians were not troubled with superstitious fears, the room in which the ballots were cast being used as a coffin shop all the rest of the year. Election day the coffins were piled on the back porch to make room for the ballot boxes and voters, one or two being left in sometimes to serve as seats when there was a scarcity of chairs.

It was always a great holiday, second only to Fourth of July in patriotic excitement. Far into the still night hoarse voices would be heard in a duet with the big, bass-toned frogs:

"Three cheers for Millard Fillmore!"

"Chum, ker-chum, ker-chum!"

Many an enthusiastic farmer, who had celebrated not wisely but too well when he stopped at the corner grocery on his way home, was obliged to retrace his steps next morning in search of a missing seven pounds of brown sugar or Indian meal, lost when he measured noses with Mother Earth the preceding night. If he found them, it was also to find the paper bags burst and their contents mingled with the mud in a sodden mass. Those were the good old times when half a grocery store was devoted to the sale of crackers and cheese and the other half to barrels of hard cider, demijohns of rum and bottles of rye whiskey.

Ike Bowers was a local celebrity, being noted as the proud father of thirteen living children and "a master hand with the fiddle." He eked out a precarious income as a cobbler by playing at all the barn dances, rustic weddings, fairs and merrymakings in the vicinity. His tall, stooping figure, lean and gray as a gull, might be seen plodding home in the early dawn, with his precious fiddle in a green bag under his arm. Nights when he did not play for other people's lads and lasses he plied the bow just as merrily for his own numerous boys and girls, who paired off and gayly footed it on the bare kitchen floor to the tuneful strains of "Money Musk" or the "Sailor's Hornpipe." He was further distinguished as being brother, on his own authority, to the hero of that popular antebellum ballad beginning:

My name, it is Joe Bowers,
I have a brother Ike,
I come from old Missouri,
All the way from Pike.

A cobbler is proverbially poor, so is a fiddler; being both, Ike Bowers was twice as poor as the poorest of his neighbors. The eldest of his thirteen flourishing olive branches was a daughter and a beauty. All the rest were tow-headed, freckle-faced and snub-nosed; but she possessed a pair of melting black eyes, the reddest, warmest lips that ever invited kisses, and a figure so finely curved that even her ill-made calico gowns utterly failed to destroy its outlines. But Robert Sellers could have described her budding charms far more eloquently than pen of mine can do.

While the cobbler was fiddling away at country dances, the young lawyer was walking in the moonlight with the fair Elvira, for he was as stanch a Republican as her father was a Democrat, and the old man regarded all Republicans as traitors to the nation and only a shade less worthy of hanging than Benedict Arnold. So the lovers met in secret, and even when Sellers was nominated for assembly he still found time to keep tryst with the beautiful Miss Bowers on those nights when he knew the cobbler-musician to be elsewhere.

Bright and early on election morning, Ike Bowers tramped down the long road to the polls between the dusty goldenrod, without a copper in his pocket and with no prospect of one for some time to come. Nobody had married and nobody had danced lately, neither had anybody wanted new shoes made or old ones mended, and the poor old fellow was thoroughly discouraged when he thought of the fourteen mouths to fill at home, not counting his own. He was bankrupt

even of hope, with no assets but his vote, and he was going down to the polls to cast it, for he was not the man to allow his private troubles to clash with what he considered to be his duty to his party. All his life he had been proud of voting what he delighted in calling "the straight Dimmymocratic ticket, sir," and he regarded the man who split his ticket as guilty of a crime little less than murder.

As he tramped along between the faded goldenrod on this particular morning, a hand patted him on the back with familiar friendliness and a jovial voice called him by name. It was Robert Sellers, the opposition candidate for assembly, resplendent in a tall silk hat and new kid gloves. He gave the cobbler no chance to interrupt his voluble stream of talk, but inquired solicitously after the health of his wife and children, glibly naming each one, from Elvira to Billy the youngest. Exactly what was said during the rest of the walk to the crossroads as they jogged along together must be forever an unwritten chapter in this veracious history, but from sundry mysterious hints and fragmentary remarks let fall by Joe Bowers's versatile brother he was tempted severely. Temptation in his case took the shape of a glittering gold half eagle and an order on the grocer at the crossroads for a barrel of flour.

"Put yourselves in my place," said Mr. Bowers that evening, to an admiring audience at the store; "a hard winter coming on, and thirteen children to feed, not counting ma and me, and a yellow boy and a barrel of flour begging to be yours." Here he paused, heaved a deep sigh and projected a dark-brown stream at the open stove door.

"Yes," he went on, amid a breathless silence, "I was tempted, sorely tempted; but"—triumphantly—"I didn't fall. I took his money and I took the order for the flour. Peters here can tell you that he sent it up to my house this afternoon, but I voted the straight Dimmymocratic ticket just the same, sir!"

Great was the old man's rejoicing when the returns came in and Sellers was found to have been defeated by a majority of one.

"That was my vote did the trick, boys!" he cried exultantly. "And serves him right for tryin' to bribe a free-born American citizen!"

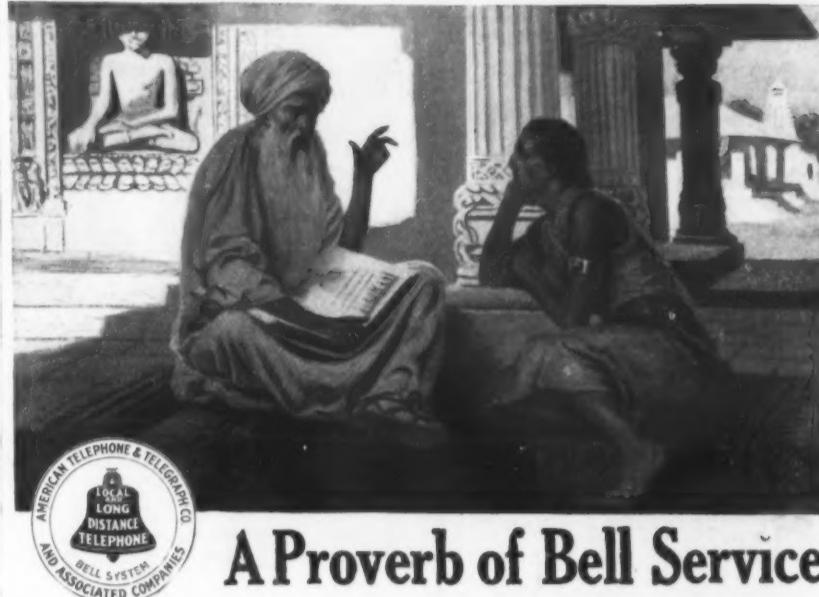
Ike mentally patted himself on the back all the way home that night, or, rather, morning, for it was in the "wee sma' hours ayent the twal" before he parted from his cronies and started on his lonely walk. He cheered himself at frequent intervals on the road by hoarse buzzes for the successful candidate. But when he reached home in the gray of the chilly dawn, his high spirits went down to zero. Elvira had eloped in the night with Robert Sellers.

Saving France, Prodigal Spain.

THE TRUTH of the old saying that riches is more a matter of saving than earning is shown by contrasting France and Spain. So far as available cash counts, France is the richest country of Europe. This position she has won because saving has become a national trait. When a municipal or state loan is advertised, the principal banks are besieged like a theatrical box office by immense crowds of small investors. Many of them ask for only one or two shares, but a million dollars have been known to pass over the counters in a single morning.

The Spanish laboring people, on the other hand, are improvident and save less than the working classes of any other nationality in Europe. Spain's *per capita* savings are but \$3.60, as compared with the \$21.89 of France. The trouble is not that the Spanish workman has no work or that his pay is poor, but that he has not learned to put aside for the rainy day. The French peasant, on the other hand, is not more advantageously situated than his class in Spain or elsewhere; but he has learned how to use wisely the money he earns.

A nation's saving capacity rather than its earning ability is what makes it rich. This is making the United States the richest of all nations.



A Proverb of Bell Service

Once upon a time there dwelt on the banks of the holy river Ganges a great sage, by name Vishnu-sarman.

When King Sudarsana appealed to the wise men to instruct his wayward sons, Vishnu-sarman undertook the task, teaching the princes by means of fables and proverbs.

Among his philosophical sayings was this:

"To one whose foot is covered with a shoe, the earth appears all carpeted with leather."

This parable of sixteen hundred years ago, which applied to walking, applies today to talking. It explains the necessity of one telephone system.

For one man to bring seven million persons together so that he could talk with whom he chose would be almost as difficult as to carpet the whole earth with leather. He would be hampered by the multitude. There would not be elbow room for anybody.

For one man to visit and talk with a comparatively small number of distant persons would be a tedious, discouraging and almost impossible task.

But with the Bell System providing Universal Service the old proverb may be changed to read:

"To one who has a Bell Telephone at his lips, the whole nation is within speaking distance."

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES

Every Bell Telephone is the Center of the System.

The Picture Every Fireman Wants

RECENTLY Ex-Fire Chief Edward F. Croker saw the original of this drawing that had appeared in JUDGE. As soon as he saw it he wrote the Leslie-Judge Company this letter:

My attention was attracted to a sketch in the window below your offices entitled "The Fire Department of the Future." I am very much interested in securing the original of this sketch, and would appreciate it very much if you could see your way clear to have it reserved for me.

Very truly yours,

EDWARD F. CROKER.

The drawing is very striking. It is seven by ten inches and is reproduced in full color. "THE FIRE DEPARTMENT OF THE FUTURE" is well worth framing, and all who love action and heroism will be highly pleased with it. We have had a few hundred beautifully colored artist's proofs made. As long as they last we will send one to you for 25c.

To See It is to Have It Framed

The Leslie-Judge Company

225 Fifth Avenue

New York City

In answering advertisements please mention "Leslie's Weekly."

FINANCIAL

**SO WORDS
ABOUT
ODD LOTS**

No. 23

ATTRACTIVE things are usually hard to obtain. The very premium asked on \$100 bonds is an indication of how closely held they are by their owners—an indication of their attractiveness.

Yet this premium—ordinarily about one point—is not prohibitive. And many of the best bonds have \$100 denominations.

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Your order, regardless of the amount, will receive our personal attention.

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Wanting to buy Listed Stocks or Bonds for investment and are not prepared to pay in full for them can arrange with us to have them carried on a reasonable margin.

Correspondence is solicited.

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45 Wall Street New York

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MEMBERS N. Y. STOCK EXCHANGE
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IT is a significant fact that in the eighteen years of its business experience this company has never been a day late in the mailing of semi-annual interest checks or in the repayment of principal when due or demanded.

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6% CERTIFICATES**

Issued in denominations of \$100 and redeemable on demand at any time after two years are an ideal form of investment for savings or surplus funds—Ample protection by first mortgage security on improved property—

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It will be sent free.

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860 Calvert Building, Baltimore, Md.

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during the past decade have proven to be one of the safest forms of investment available.

Companies of this class are peculiarly free from the hindrances in operation at times experienced by most Public Utility Companies.

We are offering in this class

**A First Mortgage 5% Bond
To Yield 5.45%**

Circular on application

White & Co.
Bankers

25 Pine Street

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ROBERT E. WAIT,
Secretary of the Arkansas
Bankers' Association, and a
well-known and highly re-
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J. M. BARKER,
The newly elected president
of the Bank of Atkins, At-
kins, Ark., one of the most
capable bankers of that
section.



GEORGE F. BAER,
President of the Reading
Railroad Company, who,
though 70 years old, declines
to retire under the com-
pany's pension system.

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**Excellent Security
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We offer, subject to prior sale, closed underlying first mortgage bonds of a company controlling the entire street railway, electric light and power, gas and steam heating systems of the most progressive city of the South, whose population has doubled in the last 12 years and is now 175,000.

To Yield 5.35% to 6.44%

Tax Exempt in N. Y. State.

Write for Descriptive Circular C. 3.

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Preferred Stock

We have for sale a limited amount of the
Treasury Stock of a large Corporation which
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proceeds from the sale of stock will be added
to the working capital of the Company. A
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7%—ATLANTA, GEORGIA—7%

When honestly appraised a mortgage on real es-
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5% is legal. We frequently place such loans on im-
proved Atlanta property. A Georgia Loan Deed
is the last word in legal security. Ask for booklet.

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Capital, \$600,000 Surplus, \$400,000

4% to 5%**Safe and Sure**

is certainly better than a possible 7 percent or 8 per-
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absolutely depend on getting your money regularly
when you invest in the only kind of securities we
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(Many of them Tax Free.)

These bonds, payable from taxes, backed by the entire
wealth of rich counties, cities and school districts, contain
every element of a desirable investment—SAFETY, CON-
VERTIBILITY and ATTRACTIVE INCOME. They are the
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But instead of the 2% which the Postal Banks pay, these
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The New First National Bank, Columbus, Ohio

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YOU WANT PROFITS As Well As Interest On Your Investments

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I enclose 25 cents in stamps or silver for your October issue.

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N. B. \$1 bill will bring you the Magazine for four months. We will send you the October free. One good idea is worth \$1. SEND IT NOW.

Jasper's Hints to Money-makers

(Continued from page 366.)

E., Hot Springs, Ark.: The gold mine stock referred to in your letter is not listed and I find no record of it in the reference books. It does not appear to have much value.

R., Sappington, Mo.: I have no information regarding the oil company which you mention. The stock of no such enterprise, however, is "safe" at any price. It is all a speculation, with the chances against the speculator.

D., Annapolis, Md.: I can find no record of the brick and cement company which you inquire about, and so I cannot tell whether you have made a sound investment or not. The company evidently has yet to prove its ability to make good.

W., Wilmette, Ill.: Union Bag Com., around 13 is not as attractive as the Preferred around 60 because the accumulated dividends on the latter must be paid before anything can be expected on the Common. The latest report of the earnings was good.

Inheritor, Syracuse, N. Y.: Your legacy is not so large that you can afford to take risks in investing it. You had better put your money into safe securities. Information on this subject is contained in a booklet entitled "Investment Insurance," issued by George H. Burr & Company, bankers, 14 Wall Street, New York, and sent without charge.

P. J., Atlantic City, N. J.: A good way to utilize your savings is to put them into \$100 bonds. You can secure some of the best kinds of bonds in that denomination. But in order to avoid mistakes, you should investigate carefully the various bond offerings and not purchase blindly. A little trouble taken at the outset may save you much regret in the end.

Erasmus, Wheeling, W. Va.: The Mortgage certificates which you refer to are issued by the Calvert Mortgage & Deposit Co., 860 Calvert Building, Baltimore, Md. They are in denominations of \$100, bear 6 per cent. interest and are redeemable after two years. Full particulars are contained in a book, issued by the company, which will be sent to you upon request.

Charles, Concord, N. H.: Yes, there are brokers who issue not merely general reviews of the stock market, but also special letters on particular stocks. You can usually secure such letters free by writing to the firm issuing them. A number of letters of this kind have been sent out by Alexander & Co., members of the New York Stock Exchange, 43 Exchange Place, New York City.

B., New York: I know nothing about the financial prophet whom you name, but it is a good thing to beware of anybody who pretends to predict stock market movements for a certain sum per week or month. Such tipsters would not be selling their alleged information if they had any confidence in it. They would act on their own forecasts, and make fortunes for themselves.

"Giroux," Louisville, Ky.: 1. There are no bonds ahead of U. S. Light & Heating Pfd. It pays 7 per cent. and looks as good as any of the industrial stocks of that character. Of course, it is not yet in the investment class. 2. "Giroux" Con. has a good management and is a promising property. If the strength of copper continues, it has speculative possibilities. 3. Gilt-edged investment bonds are not in the 6 per cent. class.

Prince, Galena, Ill.: You do not have to go far afield to obtain bonds of the kind you inquire about. First mortgage bonds in denominations of \$500 and \$1,000 secured by improved income producing property in Chicago are sold by S. W. Straus & Co., mortgage and bond bankers, Straus Building, Chicago. They recommend these securities as conservative investments. If you will write to the company it will send you a free circular with all the particulars.

Reader, Philadelphia, Pa.: Before trying your luck in Wall Street, you should post yourself as thoroughly as possible on the merits of the securities dealt in there. You should read good financial publications. The "Financial World," 18 Broadway, New York, will send you a sample copy on application. "The Magazine of Wall Street," which prints valuable information for investors and speculators, is published at 238 U. S. Express Building, New York.

Agent, Portland, Me.: The securities of public utilities companies are attractive providing right conditions prevail in the regions where the companies operate. First mortgage bonds of a company controlling the street railway, electric light and power, gas and steam heating systems of a progressive Southern city and yielding 5.35 per cent. to 6.44 per cent. are recommended by Ashley & Company, 111 Broadway, New York. Send for their descriptive circular C-3.

Safety, Louisville, Ky.: The bonds of many municipalities are regarded as gilt edge and such bonds can be had which yield from 4 to 5 per cent. per annum. The United States Government accepts such bonds as security for postal savings deposits and they are looked upon as perfectly safe. You can learn much about securities of this character by writing to the New First National Bank, Dept. 8, Columbus, Ohio, for a free booklet covering the issues of many leading cities.

M., Brooklyn, N. Y.: The Texas Company stock, sometimes called Texas Oil, can be bought of any broker. John Muir & Company, member of the New York Stock Exchange,

71 Broadway, New York, make a specialty of small lots. The stock pays 6 per cent. and has been selling recently around 126 per cent. It formerly paid 10 per cent. and it is said that dividends are to be increased because of the prosperity of all the large oil companies. The Texas Co. is the chief competitor of the Standard Oil.

G. F., Rutland, Vt.: You are right in thinking that bonds based on good real estate are worthy of consideration by careful investors. The New York Realty Owners, 480 Fifth Avenue, New York, issue 6 per cent. 10-year gold bonds in denominations of \$100 and upward, based on permanently owned New York real estate. This corporation has paid interest on its bonds without a break for sixteen years. Bonds can be bought on the monthly payment plan if the purchaser desires. Circular 18, giving details, can be had on written application.

NEW YORK, October 3, 1912. JASPER.

Some Facts about Railroads.

IN A LETTER to LESLIE'S WEEKLY, G. W. Mingus, of Pittsburgh, Pa., says:

"The railroads are the largest buyers in the country, and when they stop buying it affects all lines of trade. They need three billion dollars for new improvements and equipment, and, if allowed to spend it, every mill and factory in the country would be working full time; but the refusal of the Interstate Commerce Commission to grant them the slight increase in freight rates which they needed and the continual attack on the railroads and industrial firms by a lot of muck-raking politicians at Washington have caused the railroads of this country to curtail their buying to very small quantities, and they are not spending any money for big improvements which were contemplated, but which were all canceled when they found that the Western trunk lines were stopped from advancing freight rates.

"A statement prepared by a prominent railroad official shows that, during the fifteen years from 1894 to 1909, the prices of commodities and wages of labor increased thirty per cent., while there was no advance in railroad rates, and by reason of efficient methods the railroads prevented the prices of transportation from rising in proportion to the cost of labor and commodities. The people of the United States were saved in those years \$7,144,343,000 in transportation charges. This is one-half as much as the net capitalization of our railroads, which some men seem to think is entirely too high; but is it? Statistics show that the capitalization per mile of the railroads of the United States is less than \$60,000, while for the railroads of England it is \$314,000, for France \$139,390, Austria \$112,879, Germany \$109,788, etc., the United States ranking twelfth.

"The statement of expenses and earnings of the railroads shown by the Interstate Commerce Commission is misleading, as the railroads in their reports do not include the interest on bonds and other fixed charges and taxes, which amount to considerable. Taxes alone increased from \$246 per mile in 1899 to \$386 per mile in 1909—an increase of fifty-seven per cent. In 1899 the railroads had to pay interest on their funded debt of \$1,284 per mile, while in 1909 they had to pay \$1,550—an increase of twenty-one per cent. In 1899 the railroads paid \$501 per mile of line in dividends, while in 1909 they paid \$1,008—an increase of over one hundred per cent., showing that the stockholders did not suffer any.

"So long as the authorities continue to antagonize the railroads and refuse to grant them the slight increase in freight rates which they require, no one need look for any great improvement in the business situation."

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Tragedies of a Vast Wilderness

By JAMES OLIVER CURWOOD

I WAS taking leave of Inspector Fitzgerald on the Mackenzie River, not far below the arctic circle. Fitzgerald was a member of the Royal Northwest Mounted Police, and we had traveled several hundred miles together through the thin forests and over the barrens to the east. He was one of the few men I had met that I would have pitted against the odds of starvation and cold in the northland and wagered heavily on. Such men die hard. He was straight as a birch sapling, not over-large, with splendid shoulders, slim-hipped, every fiber in him trained to the resilient strength of spring steel. He was one of the best men in the service, and he was always laughing, even in the face of hardship and storm. In leaving, I said,

"I'll see you again in about a year, Fitzgerald, if we're both living."

"If," he said, and I can see him laughing and twisting his blond mustache. "Fate deals out some funny hands up here," he went on, "and mebby you'll come back to find me under one of those little wooden crosses up at Fort MacPherson."

I almost forgot those words in the months that passed, but there came a day when they returned to me like a flash of lightning. I had picked up a paper in Toronto, and there I saw the item that told me Inspector Fitzgerald had perished. With three companions, Constables Carter, Kinney and Walker, he had set out early in the winter on the patrol from Dawson to Fort MacPherson. On May 1st the dead bodies of Kinney and Taylor were found thirty-five miles from the fort. Carter had struggled on a little farther, and Fitzgerald, with his magnificent strength and endurance, was within ten miles of the goal when he died. Starvation and the cold had killed them.

"And mebby you'll come back to find me under one of those little wooden crosses up at Fort MacPherson!" he had said.

Even out of that cold, black and white newspaper print it almost seemed as though I could hear Fate's grisly laugh. For that's where Fitzgerald is—up under one of those little wooden crosses at Fort MacPherson!

It may be that there is good reason for primitive man's fear of the "devil spirits," for Fate does deal out some "funny hands" in the wild places, and their memory remains with one until the end of time. There is nothing peculiarly epic or lasting in the picture of a human life ground out under the wheels of a street car or in the spectacle of a lineman falling to his death on a city pavement. It is terrible enough, but it is only an ordinary and forgettable part of the rushing game. In the wilderness—and in the wilderness alone—tragedy bears the touch of the master hand; and years after a death struggle like that of Fitzgerald and his men, the story is recalled around a hundred camp fires, and lives again in the low moaning of the storm winds, in the hungry cry of the wolf, in the rush of the streams and in the silence of the forests—even in the still, white glow of the billion stars eternally hovering over the dark and mysterious fastnesses of a world that is desolation.

For it is here that man lives not in the crowded and juggernaut-ridden path of other men and their inventions, but in the face of "the spirit"—that strange power for good or evil which the Crees of the far north believe is in everything about them, from the tree crying out from its frozen heart in the cold of winter to the dying rush of the wounded bull moose who spits a dog upon its stiletto prongs as it crashes to earth. Even that spitted dog one will never forget who looks upon it, though through the vista of passing years there may grow fainter and fainter, until they dissolve entirely into the gloom of that great canvas called forgetfulness, the pictures of other scenes more terrible. But they are not pictures painted in the grim loneliness of the wilderness, where "the spirit"—or what the white men call superstition—is something to be reckoned with, after all. One by one the strongest men in the wilderness come to that time in their lives when they are convinced that this is so.

There are those at Fort Churchill, on Hudson Bay, who believe that a "wish"

killed Sergeant R. M. Donaldson. That was where Fate dealt another "funny hand," as Fitzgerald would say if death had not come to prove the truth of his own words. Donaldson was in charge of a party taking supplies from Fort Churchill to Fullerton, and early in August they struck camp four days' journey up the bay from Churchill, opposite a small island that was about a mile from shore. The island was a favorite haunt of the walrus, and parties up and down always stopped at this point for fresh meat. On this particular day Donaldson had felt an oppressive sensation of homesickness. He had spoken of it several times, and Constable Ford suggested that the excitement of walrus shooting would "do him good," as he expressed it. Donaldson, however, refused to go, and Ford set out alone in a dinghy. Several hours later he returned with a walrus head and said that he had left several dead walruses at the island. He wanted help and asked Donaldson and Corporal Reeves to assist him in bringing in the fat heads, which furnished the finest and juiciest cuts of steak. Again Donaldson demurred, but this time both Ford and Reeves urged him to accompany them, and in the end he took a position in the bow of the dinghy.

"I don't want to go," he expostulated good-naturedly, "but—if you insist—you can do the work and I'll have the fun."

Once among the walruses, his mood changed. He became suddenly very excited and fired repeatedly at the popping heads. After making several hits, he lowered his rifle and said,

"This is too tame! I wish they'd fight!"

Scarcely were the words out of his mouth when the water boiled up with a sudden explosion less than a dozen feet ahead of the dinghy, and a huge bull walrus charged them. Not a word, not a cry, not an audible sound came from Donaldson's lips. He raised his rifle, but it was too late. The crash came, and Donaldson pitched over the side and disappeared in the frothing turmoil made by the rush of the great beast's body. In the wrecked dinghy Ford and Reeves made their way to shore. Donaldson's body was never found. On Marble Island there is a small cairn of rocks exposed to the full blasts of the wild arctic storms, and from the top of it there rises a slab bearing Donaldson's name. And already that lonely cairn is known as "Donaldson's Wish."

"You never can tell what will happen," said Constable McDiarmid, away up at Fullerton, on Hudson Bay; and that grim joker, Fate, seemed to hear his words in passing and stopped.

On that day there was a dull and steady roar in the air, like the rumbling of subterranean volcanoes, for the arctic ice was breaking up. Constable McMillan had just returned to the lonely barracks from a short hunting trip and had brought no game. His poor luck was almost proverbial, and whenever one of his comrades came in empty-handed, he would usually explain the situation by a hunch of the shoulders and two words—"McMillan's luck." As he returned to the cabin on this particular day, McMillan spied a dark object far out on the ice. He called the attention of his companions, and all took a look at it through a telescope. Without an exception they agreed that it was a seal, and McMillan said that he would "go out and shoot it."

"Which means that we won't have seal steak for supper," bantered Constable Walker. "Better let Joe go!" Joe was an Eskimo. For several minutes McMillan's comrades chaffed him good-naturedly, and it was then that McDiarmid said, "Never mind, Mac. You may shoot something some day. You never can tell what will happen!"

McMillan went after the seal, while his comrades watched him. After making a detour of about a quarter of a mile, he came up behind an ice hummock and found that he could approach no nearer to his game without exposing himself to view. It was a long shot—fully four hundred yards. McMillan made up his mind to chance a shot, and also to make a record. He aimed and fired.

McDiarmid was watching the shot through the telescope.

(Continued on page 369.)

In answering advertisements please mention "Leslie's Weekly."

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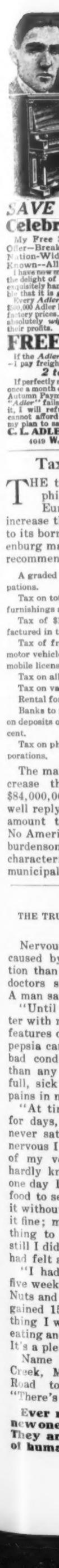
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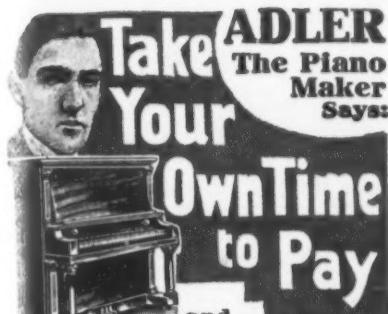
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THE taxation proposals of Philadelphia's reform mayor sound more

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A graded tax of from 50 cents to \$1 on all occupations.

Tax on total value of all household furniture and furnishings above \$300.

Tax of \$1 on each \$1,000 worth of goods manufactured in the city.

Tax of from 25 to 50 cents a horsepower on all motor vehicles, in addition to the present State automobile license fee.

Tax on all overhanging signs.

Tax on vaults under sidewalks.

Rental for use of conduits in streets.

Banks to pay an increase of one-half of 1 per cent on deposits of city money. The rate is now 2 per cent.

Tax on physical properties of public service corporations.

The mayor claims that this would increase the city's borrowing capacity \$84,000,000, to which the people might well reply it would decrease by the same amount their own borrowing ability. No American city is ready to adopt the burdensome system of taxation which characterizes European countries and municipalities.

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THE TRUE WAY TO CORRECT NERVOUS TROUBLES.

Nervous troubles are more often caused by improper food and indigestion than most people imagine. Even doctors sometimes overlook this fact. A man says:

"Until two years ago waffles and butter with meat and gravy were the main features of my breakfast. Finally dyspepsia came on and I found myself in a bad condition, worse in the morning than any other time. I would have a full, sick feeling in my stomach, with pains in my heart, sides and head.

"At times I would have no appetite for days, then I would feel ravenous, never satisfied when I did eat and so nervous I felt like shrieking at the top of my voice. I lost flesh badly and hardly knew which way to turn, until one day I bought a box of Grape-Nuts food to see if I could eat that. I tried it without telling the doctor, and liked it fine; made me feel as if I had something to eat that was satisfying and still I didn't have that heaviness that I had felt after eating any other food.

"I hadn't drank any coffee then in five weeks. I kept on with the Grape-Nuts and in a month and a half I had gained 15 pounds, could eat almost anything I wanted, didn't feel badly after eating and my nervousness was all gone. It's a pleasure to be well again."

Name given by Postum Co., Battle Creek, Mich. Read the book, "The Road to Wellville," in packages. "There's a reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



WHERE ROOSEVELT FIRST BECAME PRESIDENT.

In the Wilcox residence in Buffalo, N.Y., after the assassination of President McKinley, Theodore Roosevelt was sworn in and promised to carry out his predecessor's policies and ideals, and to further the best interests of the Republican party. This was only eleven years ago.

Tragedies of a Vast Wilderness

(Continued from page 368.)

"He got him!" he cried excitedly to Walker. "And it was a good shot, too!"

McMillan ran out over the ice. It was an unusually fine bit of marksmanship, and he was complimenting himself on this fact for the twentieth time when, of a sudden, he stopped in horror. Lying stretched out on the ice at his feet was his game; and it was not a seal—but a man! In the upturned face he recognized an Iwillik hunter from a neighboring Eskimo village. The man had fallen asleep while watching at a seal hole, as the Eskimos sometimes do, and McMillan's bullet had passed through his head. In the service blue-book this grim jest of fate is officially described under the caption, "The Sleeping Sealer of Fullerton."

These stories of wilderness tragedy will live; and that, perhaps, is the strangest thing about them. Many of them will live long after the names of men now famous in civilization have faded into oblivion. Such things become epic, unwritten and unrecorded, yet passing down from mouth to mouth through generations and even centuries.

They are wilderness history. I have heard men of the far north speak of Jeanne D'Arcambal as though she lived

but yesterday, instead of a hundred and sixty years ago. In a Frenchman's cabin far up in the Lac Bain country I first heard the story of "Father" Brochet, the Indians' friend, who, more than sixty years ago, met the punishment of justice unto himself by hanging himself to a tree because, in a moment of excitement and to preserve his own life, he had killed a man. And throughout the country of the Lower Athabasca, if you travel there, you will still hear how Pierre Thoreau spent ten years of his life in wreaking vengeance upon the wolves, catching them alive when he could and torturing them by inches, because one terrible night a wolf pack destroyed his young wife and baby. Madness, you say. Yes—madness—but more than that in the wilderness, where men will still tell you of Thoreau, though he has been dead for a quarter of a century.

Three miles away Jan Gravois stopped

for a moment to load and light his pipe. It was then that the other arbiter of things—the "good spirit"—entered into the game. The pipe stem was clogged, and, in attempting to clear it, Gravois broke it short off. In the wilderness tobacco is companionship. It is next to food. There were other pipes at York Factory, twenty miles away; and there was also another pipe at the cabin, three miles away. The situation allowed of no argument. Gravois turned back. When he came to his own door, he heard strange sounds and muffled cries inside. Kicking off his snowshoes, he opened the door unobserved. A quarter of an hour later, and he would have been too late. His wife was fighting desperately. Her hair was down, her clothing was torn from her arms and shoulders, and she no longer had strength to cry out when she saw him. The story of the terrible fight that followed will be remembered for many years yet to come.

When it was over, Gravois was the victor. A broken pipe stem had brought him back in time, and the enemy of his home was dead. Gravois and his wife moved farther west, and no one knows

what became of them. I listened to the story while sitting a dozen paces from the spot where the dead man was buried.

Navy Blue.

O! WELCOME to the battleships,
They're coming up the bay,
The giant bulldogs of the sea
In all the grim array,
And welcome to each gallant tar,
And every mascot too,
That brings good fortune to the boys
Who wear the navy blue.

Hurrah! the dreadnoughts of the deep
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With starry flags unfurled above,
And thunder stored below,
And iron men upon their decks,
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Who never missed a target since
They donned the navy blue.

All hail the nation's fighting men,
The heroes we adore:
Ho! sailors of the peerless fleet,
Make haste to come ashore.
There's nothing in this town of ours
A bit too good for you;
Until the warships sail away
New York is navy blue.

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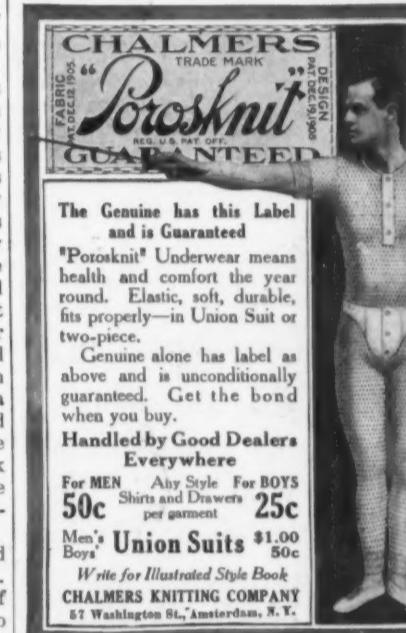
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dispenses with the "rubbing in," as it thoroughly softens the beard while the lather is worked up on the face. Reduces shaving to two operations—lathering and shaving. $\frac{1}{2}$ the time saved.

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The Vast Whispering Gallery

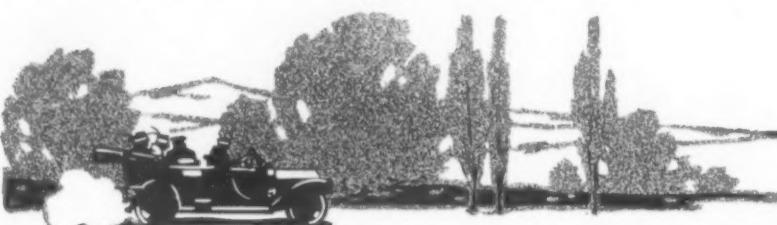
DR. Newell Dwight Hillis, speaking of the great periodical world, said that it has turned the country into one vast whispering gallery. Any man who has a message and speaks in New York is heard in Atlanta and New Orleans, Portland and San Francisco.

Yes, and in many a little village and hamlet as well. So that as often as you who live in the big cities find an advertised article which brings you comfort or delight... you can be happier still knowing however isolated your relatives or friends may be they share your advantage by buying the same thing.

All because the great publications with vast circulation carry the manufacturer's message to every hamlet and town and city in the country. This makes possible the wider distribution of merchandise.

A vast whispering gallery—wonderful to contemplate. Indeed the very thought of this magnitude is awe-inspiring.

Allen Haffner



Motorist's Column

Automobile Bureau

Conducted by H. W. SLAUSON, M.E.

Readers desiring information about motor cars, trucks and delivery wagons, motor boats, accessories, routes or State laws can obtain it by writing to the Automobile Bureau, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

Tires and Rubber.

IT IS almost impossible to realize the immensity of the tire industry until one is confronted with such figures as were recently presented by the president of one of the large tire companies. This concern, which is one of the four or five largest of its kind in the United States, has recently adopted the policy of controlling its own rubber plantations in the far East, and, with this end in view, is setting out rubber trees at the rate of a thousand a day. This work will be continued until fifty thousand acres have been planted, but the product will not be ready for commercial use until the end of two or three years. This may seem like a large undertaking for a single concern devoted to the manufacture of one article, the use of which is restricted almost entirely to motorcycles and automobiles; but the president in question stated that his company had paid \$37,000,000 last year for its crude rubber, and that a decided saving was therefore anticipated when it controlled its own plantations.

Insurance.

Another large business that has emanated from the immense numbers of motor cars used in this country is automobile insurance. This may take the form of fire, accident and indemnity policies of all variations, and it is stated that the risks are tabulated with as much care and accuracy as have marked life-insurance records for the last score of years. These records even take into consideration the make of car and the total number of accidents to each that has been reported. From these records, various premiums may be allotted to cars of different makes, but such lists are for the use of the underwriters only and are not open to owners or manufacturers. As an evidence of the tremendous amount of automobile insurance that is placed in this country, it is stated that the seventy-four companies constituting what is known as the Detroit conference pass on more than twenty thousand claims daily.

Questions of General Interest.

Cleaning Motors.

J. L. H., N. J., inquires: Is there some good preparation for cleaning the dirt and grease from my motor?"

There is no need for any special preparation for this purpose, for you have the best available cleaning fluid for your motor right at hand in your fuel tank. If you use small varnish brush, dipped frequently into a small can of gasoline, you will find that the accumulated dirt and grease will disappear with surprising readiness. All parts should be gone over thoroughly and plenty of gasoline should be used on the brush, but you will find that a pint of the fuel will serve to clean a large four or six cylinder motor. Inasmuch as the gasoline is distributed over a large surface, it evaporates readily, and there is no danger from fire, provided the motor is cool when the cleaning job is undertaken. Cotton waste, such as is always used on machinery, is valuable for wiping off excess oil and grease; but strands and threads are liable to be caught on bolts and screws if the material is used for "swabbing off" the motor.

Truck Distribution.

R. B. P., Ark., writes: "I understand that the motor truck is the 'coming vehicle,' and yet know that there are not nearly as many trucks manufactured in this country as there are pleasure cars. In what sections are trucks in the most general use, and which would make the better agency proposition, a truck or a pleasure car?"

There are and have been far more pleasure cars than trucks manufactured. The truck field, however, is as yet only in its infancy of development, and it is to this that manufacturers must turn their attention when the "limit of ab-

sorption" of the pleasure car has been reached. It is estimated that there are about three-quarters of a million pleasure cars in use in this country, while the number of trucks in service will hardly total more than thirty thousand. As would be supposed, New York State, largest in population, possesses over a quarter of the total number of motor trucks in use, while Arizona is placed last with but twenty-one. In point of number of trucks in use in proportion to population, California is placed first, having one truck for slightly over every thousand inhabitants. In this respect Mississippi is last, for she possesses but one truck to every fifty thousand inhabitants. From this, it will be realized that there are almost unlimited possibilities for future sales of motor trucks, but the pleasure car still occupies the center of the stage. So far as the advisability of securing a pleasure car or a truck agency is concerned, I cannot advise you without knowing the business conditions in your town.

1913 Production.

J. A. C., Ohio, asks: "Can you give me an idea as to the number of cars to be built for the coming season? I have seen various and varying estimates, and therefore have no idea as to which are the correct figures."

Accurate figures as to the intended production of the various automobile manufacturers are not as yet available, but from the number who have already announced plans for an increase over last year's supply it may be fairly assumed that there will be more automobiles built for the 1913 trade than was the case this year. This intended increase in production runs all the way from ten to twenty-five and in some cases one hundred per cent., but it is difficult, at this time of the year, to weed out accurate reports from those which have no basis of truth in them. One supposedly reliable New York newspaper published the statement that a single manufacturer in this country was to produce 250,000 cars for the 1913 season. This is manifestly absurd, for it is greater than the total number produced by all of the manufacturers in this country last year and is more than three times the amount turned out by the largest concern. If we conservatively estimate the number of cars produced last year to be 225,000 and assume a twenty-five per cent. increase for the coming year, the 1913 output will be about 250,000 cars. It is hardly probable that these figures will be exceeded.

Garage Turntable.

T. L. H., Minn., says: "I am building a private garage with a concrete floor. This floor was laid while I was on a business trip, and I find that the architect and builder have made no provision for the installation of a turntable. I do not care to remove the floor at this stage of the erection of the building, and yet desire to install some means for turning my car around after it is in the building."

While the foundation for most of the large turntables is imbedded in the concrete flooring of the garage, it is possible to obtain a certain type that can be set on the floor itself. What would probably be better for use in your case, however, would be a set of "skids." Each of these consists of a small platform suspended on four swivel casters. There is a depression in the center of each platform, into which a wheel of the car can be run. When each wheel of the car is placed on one of these skids, the machine may be swung as though it were on a turntable or moved sideways to any part of the building. This latter is an advantage not possessed by the turntable, although it requires slightly more effort and trouble to move the car onto the skids. For a large garage a turntable is almost indispensable, but I do not believe you will feel the need of one, unless you keep more than two or three cars.

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England Afraid of Our Cotton Industry

By CHARLTON B. STRAYER

OUR FREE traders and tariff-slashers call their agitation tariff reform. In Great Britain tariff reform means precisely the reverse—the adoption of protection. J. Ellis Barker, writing in *The Nineteenth Century*, under the title "Will a Tariff Harm Lancashire?" by comparing the cotton industries of England and the United States, makes a strong argument for the adoption of a British protective tariff. The writer calls the discussion "a lesson from America." As "a lesson from England," the article might well be perused by our free-trade reformers.

The gigantic cotton industry is Great Britain's most important manufacturing industry. Exporting eighty per cent. of her production, Great Britain still leads in exports of cotton goods. She likewise leads still in the number of active cotton spindles. But the United States—the greatest producer of raw cotton in the world—has, by means of our policy of protection, overtaken Great Britain not only in the quantity of raw material worked up, but also in the value of cotton goods manufactured. In 1911 factories in the United States consumed 4,705,000 bales of raw cotton as against the 3,782,000 bales consumed by factories in the United Kingdom. American, German and Japanese factories use modern ring spindles, while conservative England holds to mule spindles.

Ring spindles represent greater mechanical efficiency and greater output, consuming fifty per cent. more raw cotton and producing fifty per cent. more yarn than do mule spindles. For this reason England, although still leading in the number of spindles employed, is no longer able to hold first place in actual output. In the value of the finished product, the United States now leads Great Britain by about \$75,000,000 a year. Thirty years ago Great Britain made considerably more steel than the United States. To-day we make four times as much as Great Britain. Our cotton industry has been growing continuously for the last fifty years, and, if not checked by adverse tariff legislation, we shall soon have the same supremacy in this that we have won in the steel industry.

The great expansion of the cotton industry in the United States has been a big boon to American labor. From 1860 to 1910 the number of workers increased from 122,000 to 378,000, the total yearly wages from \$23,000,000 to \$132,000,000, the wages per worker per year from \$196 to \$350. But the table of comparative wages paid in England and the United States shows best how protection helps the worker. The figures are taken from the investigations of the tariff board. Placing the wages in the cotton industry in the United Kingdom at 100, the wages in our Southern States range from 128 to 170, and in the Northern States from 135 to 293. In the United States the proportion of women and children employed has been constantly decreasing and the number of men employed as steadily advancing. In the British industry just the reverse has been the case, and there are now employed almost twice as many women there as here.

The work of the tariff board, as Mr. Barker points out, is a revelation, too, of comparative prices under free trade and protection. Bought at retail American cotton goods are much dearer than British, but at wholesale American cottons are no dearer than British cottons. "The explanation," says Mr. Barker, "of the curious fact that America produces cottons as cheaply as Great Britain, and in many instances more cheaply than Great Britain, may be summed up in two words—greater efficiency." The writer then proceeds to show that the adoption of the more efficient methods of the American industry and a policy of protection are the only things that can save Lancashire.

Lancashire has feared the tariff, on the ground that it would increase the cost of production by increasing wages; that this would compel higher prices of cotton, which would result in a falling off in export trade. To refute this position it is only necessary to show the

prosperity of the American cotton industry, although it pays about forty per cent. more for buildings and machinery and from fifty to one hundred per cent. more for wages than does the British industry. "Now I do not think," says Mr. Barker, "that the most passionate, the most narrow-minded or the most reckless defender of free trade is prepared to assert that tariff reform will raise the cost of buildings and machinery in Lancashire by forty per cent. and that it will raise British cotton wages by from fifty to one hundred per cent." But granting for argument it should have this effect, it would not destroy the British industry, provided it was run on American lines.

Lancashire must soon do something for its protection or it will not hold what it now has. India and China have been England's best customers. With its low wages, Japan is rapidly ousting the Lancashire cotton industry from the Chinese market, and, unless something is done to protect English trade in India, Japan will do the same thing there. The Japanese workman works eleven hours a day at wages varying from twelve to twenty-four cents for adults. England with free trade can compete with such wages no more than the United States with protection, and, unless England's cotton industry is protected by a system of imperial preferences, Japan will force her from the Indian market as she has already from the Chinese. "Lancashire can compensate itself for the probable loss of the Chinese market by preferential arrangements for her cottons not only with India, but with all the other British dominions and colonies, which, with their rapidly growing population, are bound to be even more valuable customers."

Tariff reform would boom the cotton industry in the British home market. A protective tariff would mean higher wages, with greatly increased purchasing power on the part of the British population, and with this will come an increased demand for cotton goods. The United States, with a population twice as large as that of the United Kingdom, consumed in 1909 exactly six times as large a quantity of cotton goods as the United Kingdom. In other words, the average American family bought in 1909 three times as many shirts, sheets, handkerchiefs, etc., as the average British family. This represents pretty accurately the difference between the standards of living in free-trade countries compared with those which enjoy protection. The British working people, under the higher wages and higher standard of living afforded by protection, would be able to buy from four to five times the quantity of cotton goods used at present.

The cotton industry of the United States has steadily advanced for the last fifty years, until now we lead in cotton manufacture as well as in production of raw cotton. A protective tariff is the one thing that has made this possible. In the same period England has gradually lost her primacy as a cotton manufacturing country, a condition for which her free-trade policy is largely responsible. By a stroke of the pen England could have protection, thus increasing the wages of her people, at the same time increasing her home markets for cotton goods and preserving for her own factories the markets of India and her other colonies. The comparison of the cotton industry in the two countries is an eloquent tribute to the wisdom of the tariff policy and a warning that we be slow to follow the tariff agitators of our day, while to England all the facts argue powerfully for tariff protection that will insure to her cotton industry the prosperity ours has so long enjoyed.

Strangely Missing.

The crowded car swung round the street And swayed them; for a moment sweet She touched him—for a moment fleet That made his poor heart leap within. She left the car, and, riding on, He felt a strange, new feeling dawn—A sense of something that was gone— It was his watch and diamond pin!

—Judge.

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A CURRENT EVENT

The First Women's Chamber of Commerce

By C. M. SARCHET



SWARINGEN

MRS. REBECCA L. FINCH,

President of the Guthrie (Okla.) Women's Chamber of Commerce.

MRS. ED. C. PETERSEN,

Vice-president of the Women's Chamber of Commerce at Guthrie.

MRS. ROBERT B. HUSTON,

One of the Guthrie Chamber of Commerce's vice-presidents.

MRS. C. M. SARCHET,

The Guthrie Chamber of Commerce's secretary.

MISS CATHERINE CASSIDY,

The Guthrie Chamber of Commerce's treasurer.

BASED on the proposition that the women should do some of the work in the building of a city, there has been organized recently the Women's Chamber of Commerce, of Guthrie, Okla., the first distinct organization of the kind in the United States. The purpose is similar to that of commercial clubs in general throughout the country, and the duties, as outlined by the women, will include making the city beautiful, attracting additional industries, directing educational work, looking after legislation that will be beneficial to the city, co-operating with the wives of the farmers in a general uplift of farm life, taking charge of entertainment of delegates to conventions and raising funds to assist in every campaign that is inaugurated for the advancement of the city and the State. The president is Mrs. Rebecca L. Finch, an extensive property owner and school teacher.

There are also two important consulting committees, one to co-operate with the Guthrie Chamber of Commerce—the men's organization—and the other to consult with the committees of the City Federation of Women's Clubs, the literary organizations. It is the intention of the women, in fact, to work entirely through a system of committees, and the list will be extended as the necessity for additional committees arises.

While the organization of the Women's Chamber of Commerce of Guthrie was started by women prominent in society and club circles, yet the membership is not confined to them by any means, but is gradually including all the women of the city—those who work in the stores and offices, the telephone girls, stenographers, the wives and daughters of the day laborers, the women in the professions, the wives of the farmers of the surrounding country and of the labor organization leaders. The result has been an acquaintanceship and fellowship among the entire womanhood of the city that perhaps is unknown at the present time in any other city in the world.

The city of Guthrie is now engaged in a campaign, political to a certain extent, to secure a referendum vote at the polls on the location of the permanent State capital of Oklahoma. Guthrie was the territorial capital, but lost the distinction after statehood was inaugurated. It was to aid in this campaign that first brought about the organization of the Women's Chamber of Commerce. Mrs. Finch, the president, says, "We find now, after only a few weeks of organization, that practically all the women of a city have some time to aid in a city's work, and also that they are willing and anxious to help if only the opportunity is given them. The result is, too, that the enthusiasm of the society women is turned from card clubs and other forms of amusement to plans for boosting their city and State, and that all the women of the city are gradually becoming posted on matters municipal, political, educational and along various other lines—an education that as a rule women have not been seeking nor acquiring."

What has been accomplished by the Women's Chamber of Commerce of Guthrie? The entire city has been thoroughly organized; through the systematic work of committees, more than six hundred women are now enrolled as members; entertainment was provided for the delegates to the State conventions at Guthrie of the master bakers

and the fourth-class postmasters, and arrangements were completed for the entertainment of the women who attended the three days' celebration in September of the labor organizations and the Socialists of the State; more than ten thousand dollars have been raised for the State capital campaign; letters have been received and answered from twenty-five other cities where the women are planning to organize chambers of commerce; the landscaping of the grounds surrounding the municipal bathhouses and mineral waters' sanitarium has been agreed upon; an extension of the drives and paths in Mineral Wells and Highland parks has been ordered; negotiations are in progress for the location of an additional cotton textile mill, one that will manufacture women's garments, and also a cottonseed-oil refining plant; a system of good roads has been planned for the surrounding farming districts, and plans are being discussed for the betterment of the city's educational institutions. And ninety per cent. of the women who are now doing this work have never before been interested nor have they ever before been invited to help.

A Good Nomination.



B. W. B. BROWN,
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licans for Justice of
the Supreme Court.

A YALE man, B. W. B. Brown, who has been designated by the Republican party of New York City as one of the candidates for justice of the Supreme Court, is a son of the late Edward F. Brown, a well-known practicing lawyer in New York City for fifty years. His grandfather, Benjamin West Bonney, was a justice of the

Supreme Court of New York County. Mr. Brown was admitted to the bar in 1892 and has practiced his profession continuously since. He was educated at Williston Seminary, was in the class of 1891 at Yale, and studied law at Columbia Law School. In 1905 he was elected to the board of aldermen and subsequently re-elected. The Citizens' Union, in 1909, in its report on the seventy-four aldermen, recommended the renomination and re-election of only eight of the aldermen, of which Mr. Brown headed the list; but on account of his law practice he felt compelled to decline a renomination. His splendid official record, his attractive personality and high legal attainments make him worthy of the support of every good citizen.

Going Some.

Crawford—"To what do you attribute the prevalence of divorce?"

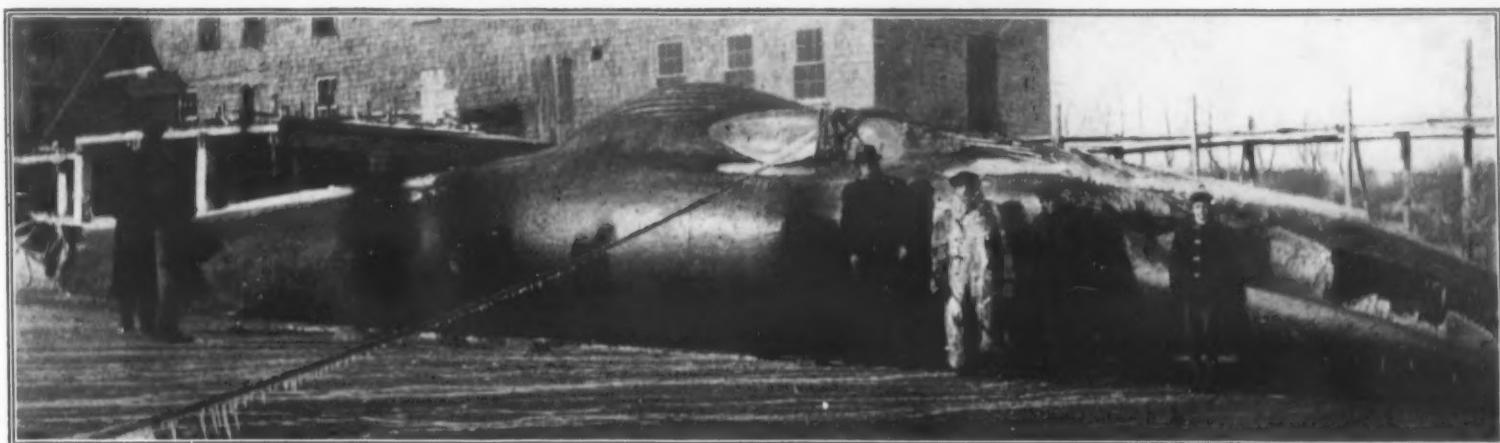
Crabshaw—"To the fact that so many believe in a short married life and a merry one."—*Judge*.

Zoological Item.

"What is the cause of the Laughing Hyena's mirth?"

"Oh, it tickles him to hear the Bull Moose bragging how much more honest he is than the Elephant and the Donkey."—*Judge*.

Odd Things in the World of Lower Animals



A MONSTER OF THE DEEP CAPTURED.

Mammoth whale killed near Eastport, Me., by Passamaquoddy Indians. It came to Passamaquoddy Bay and got into shoal water where the Indians cornered it. The whale was 68 feet long, 10 feet high and 30 feet in circumference in front of the fin. The mouth was 15 feet long and the tail 12 feet wide. It yielded 700 gallons of whale oil.

MILLIKEN



LAYING IN A GOOD WATER SUPPLY.

Camels of a caravan in Tripoli drinking from a reservoir preparatory to a long journey over the waterless desert.

CORRI

RAPID TRANSIT IN GUAM.

Native riding in a heavy wooden two-wheeled cart drawn by a carabao. This mode of transportation suits the easy-going people.

BULLITT



MONKEYS OF AN ODD SPECIES.

Capped langurs (mother and child) at the London Zoo. The parents and this baby monkey are the only animals of their kind ever seen in England.

GRAPHIC

AN ARMY OF TORTOISES.

Fourteen thousand of these shell-protected animals were brought from Algeria to the London (England) Gardens. They looked, when massed together, like a lot of umbrellas hoisted by a crowd during a storm.

SPHERE

AN UNFORTUNATE SEABIRD.

Gull on the Island of Santa Catalina, off the coast of California, caught by a leg between the staves of a water tub. The leg being broken, was cut off and the gull flew away.

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STRANGE FREAK OF NATURE.
A curious radish which resembles a human hand grown in Fred King's garden at Paris, Tex., and highly prized by its owner.

KING

A HANDFUL OF WILD FOWL.
Baby quails, which were hatched by a pigeon near Lexington, Ky., nestling contentedly in the warm hand of their owner.

MC CLURE

A HUGE LOBSTER.
This crustacean was caught by a Canadian fisherman off the Bay of Fundy, Nova Scotia. It was 34 inches long, 17 inches around, and weighed 26 pounds.

MILLIKEN

A Familiar sight
the world over



The sun
never sets on

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